TERMINAL SUPERINTENDENT

E. C. PEARCE	San Francisco

TERMINAL TRAINMASTERS

C. H. KOONS	San Francisco
P. MOREHOUSE	San Francisco

TRAINMASTERS

W. MACE	San Francisco
H. PHELPS	Watsonville Jct.
C. E. JONES	San Luis Obispo

ASSISTANT TRAINMASTERS

M. A. McINTYRE	San Francisco
K. E. GWINN	Salinas
R. A. MILLER	Salinas

ASSISTANT TRAINMASTER—DIVISION EXAMINER

M. S. OLSEN	San Francisco

ROAD FOREMEN OF ENGINES

M. E. KETCHAM	San Francisco
E. P. HONNERT	San Luis Obispo

ENGINEMEN INSTRUCTOR

L. G. COVELL	San Francisco

CHIEF TRAIN DISPATCHERS

A. S. BRAINARD	San Francisco
J. L. EMERY	San Luis Obispo

H. W. HALL, Assistant Superintendent

B. S. BAUMAN, Assistant Superintendent

SOUTHERN PACIFIC COMPANY

COAST DIVISION

TIMETABLE

154

EFFECTIVE SUNDAY, JUNE 2, 1946
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYES ONLY

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
H. R. HUGHES,
Assistant General Managers.

G. C. BAKER,
General Superintendent of Transportation.

C. H. GRANT,
Superintendent of Transportation.

J. J. JORDAN,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
San Francisco	Dr. Clinton Horn	Examiner, 65 Market Street
San Francisco	Dr. S. P. Strange	District Surgeon and Examiner, 3rd and King Sts.
Daly City	Dr. Homer Righetti	District Physician and Surgeon
South San Francisco	Dr. Edwin I. Bartlett	District Physician and Surgeon
South San Francisco	Dr. W. H. Musselman	District Physician and Surgeon
Ocean View	Dr. Harry A. Deering	Emergency Physician and Surgeon
Burlingame	Dr E. G. Gamette	District Physician and Surgeon
San Mateo	Dr. Benjamin H. Page	District Physician and Surgeon
San Mateo	Dr. George W. Sevenman	Asst. Dist. Physician and Surgeon
Redwood City	Dr. Harper Peddicord	District Physician and Surgeon
California Ave Palo Alto	Dr. Granville Wood	District Physician and Surgeon
Palo Alto	Dr. D. Wood	District Physician and Surgeon
Palo Alto	Dr. Burt L. Davis, Jr.	District Physician and Surgeon
Los Altos	Dr. G. D. Billingsley	District Physician and Surgeon
Sunnyvale	Dr. Howard Diesner	District Physician and Surgeon
Campbell	Dr. P. A. Werthmann	District Physician and Surgeon
Los Gatos	Dr. William R. Harder	District Physician and Surgeon
Santa Cruz	Dr. Samuel B. Randall	District Physician and Surgeon
Santa Cruz	Dr. A. A. Cowden	Asst. Dist. Physician and Surgeon
Mountain View	Dr. A. H. McFarlane	District Physician and Surgeon
San Jose	Dr. D. R. Threlfall	District Physician and Surgeon
San Jose	Dr. R. C. Sheretz	Asst. Dist. Physician and Surgeon
San Jose	Dr. J. M. Hohl	Asst. Dist. Physician and Surgeon
San Jose	Dr. Philip Jordan	Oculist and Aurist
Morganhill	Dr. J. A. Cary	District Physician and Surgeon
Gilroy	Dr. E. J. Chesebro	District Physician and Surgeon
Hollister	Dr. E. N. Moore	District Physician and Surgeon
Watsonville	Dr. D. S. Woodard	District Physician and Surgeon
Watsonville	Dr. L. M. Liles	District Physician and Surgeon
Watsonville	Dr. O. C. Marshall	Asst. Dist. Physician and Surgeon
Watsonville	Dr. M. F. Bettencourt	Oculist and Aurist
Monterey	Dr. Mast Wolfson	District Physician and Surgeon
Pacific Grove	Dr. H. S. Hoyt	District Physician and Surgeon
Salinas	Dr. E. W. Reeves	District Physician and Surgeon
Salinas	Dr. Rollin Reeves	District Physician and Surgeon
Castroville	Dr. A. J. Trinkle	District Physician and Surgeon
Gonzales	Dr. Gustav Eberhardt	Emergency Physician and Surgeon
King City	Dr. C. T. Bullard	District Physician and Surgeon
San Miguel	Dr. C. R. Kennedy	District Physician and Surgeon
Paso Robles	Dr. G. L. Sobey	District Physician and Surgeon
Atascadero	Dr. H. McGarvey	Emergency Physician and Surgeon
Santa Margarita	Dr. Harry J. Coventry	Emergency Physician and Surgeon
San Luis Obispo	Dr. James B. Smith	District Physician and Surgeon
San Luis Obispo	Dr. R. T. Treadwell	District Physician and Surgeon
San Luis Obispo	Dr. George B. Kelker	Oculist and Aurist
San Luis Obispo	Dr. W. D. Butler	Oculist and Aurist
Santa Maria	Dr. W. D. Sink	District Physician and Surgeon
Santa Maria	Dr. A. M. Beekler	Asst. Dist. Physician and Surgeon
Santa Maria	Dr. M. E. Mesirow	Oculist and Aurist
Guadalupe	Dr. R. C. Randall	District Physician and Surgeon
Lompoc	Dr. M. V. Duncan	District Physician and Surgeon
Santa Barbara	Dr. C. S. Stevens	District Physician and Surgeon
Santa Barbara	Dr. A. B. Steele	District Physician and Surgeon
Santa Barbara	Dr. K. Jennings	District Physician and Surgeon
Santa Barbara	Dr. A. B. Wilcox	District Physician and Surgeon
Santa Barbara	Dr. W. J. Mellinger	Aurist
Santa Barbara	Dr. William H. Johnston	Oculist
Santa Barbara	Dr. W. B. Gibbs	Oculist

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

EASTWARD

Capacity of sidings in car lengths		FIRST CLASS									Mile Post Location		Timetable No. 154 June 2, 1946	
		116	162	114	72	98	250	112	110	106				
		Passenger	Passenger	Passenger	Passenger	Morning Daylight	Passenger	Passenger	Passenger	Passenger			STATIONS	
		Leave Daily Ex. Sunday and Holidays	Leave Sunday and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily				
San Francisco yard	BKWOITYP	AM 11.10	AM 10.30	AM 8.25	AM 8.20	AM 8.15		AM 7.00	AM 6.00	AM 12.30	0.0	Automatic Block System	TO-R SAN FRANCISCO	Double Track
				f				s	s	s	1.9		1.9 23rd STREET	
											4.1		2.2 PAUL AVE.	
	BKWOITP	s 11.19	s 10.40	s 8.35	8.29			s 7.10	s 6.10	s 12.40	5.2		1.1 BAYSHORE	
	KIP					8.26					6.9		1.7 R VISITACION	
				f				s	f	f	8.6		1.7 BUTLER ROAD	
		s 11.26	s 10.46	s 8.41				s 7.17	s 6.17	s 12.46	9.3		0.7 SO. SAN FRANCISCO	
	P	s 11.31	s 10.50	s 8.45				s 7.21	s 6.21	s 12.49	11.0		1.7 SAN BRUNO	
		f	f						f	f	12.1		1.1 LOMITA PARK	
M 48	P	s	f	f		8.33		s	s	f	13.7		1.6 MILLBRAE	
	P	s 11.39	s 10.58	s 8.52				s 7.29	s 6.29	s 12.57	15.2		1.5 BROADWAY	
	P	s 11.45	s 11.02	s 8.55	s 8.45			s 7.33	s 6.32	s 1.00	16.3		1.1 BURLINGAME	
M 84	WP	AM s 11.50	s 11.06	s 8.59	s 8.48			s 7.37	s 6.37	s 1.04	17.9		1.6 SAN MATEO	
				f					f	f	18.9		1.0 HAYWARD PARK	
		f	f	s 9.03		8.41		f	f	s	20.3		1.4 HILLSDALE	
	P	s	s 11.12	s 9.05				s	s	f	21.9		1.6 BELMONT	
M 47	P	PM s 12.01	s 11.16	s 9.08				s 7.46	s 6.46	s 1.13	23.2		1.3 SAN CARLOS	
Yd. Lmts.		s 12.07	s 11.21	s 9.12	s 8.56			s 7.51	s 6.50	s 1.17	25.4		2.2 REDWOOD CITY	
	WIYP					8.47					26.2		0.8 R REDWOOD JCT.	
		f	s 11.25	f				f	f	f	27.8		1.6 ATHERTON	
	P	s	s	s				s	s	s	28.9		1.1 MENLO PARK	
M 48	P	s 12.17	s 11.31	s 9.22	s 9.05			s 8.02	s 7.00	s 1.26	30.1		1.2 PALO ALTO	
M 48	WYP	s 12.22	s 11.35	s 9.26				s 8.07	s 7.03	s 1.29	31.8		1.7 R CALIFORNIA AVE.	
M 46	P	s 12.30	s 11.42	s 9.33				s 8.14	s 7.10	s 1.36	36.1		4.3 MOUNTAIN VIEW	
	P	s 12.36	s 11.46	s 9.38		8.59	Via Newark	s 8.20	s 7.15	s 1.41	38.8		2.7 SUNNYVALE	
San Jose yard	KIP	s 12.44	s 11.53	s 9.45	9.24		AM 8.40	f 8.28	s 7.23	f 1.49	44.3		5.5 R SANTA CLARA	
	BKWP										45.2		0.9 SAN JOSE YARD	
	IP		f					f			45.7		0.5 COLLEGE PARK	
	BKWOITYP	s 12.50 PM	s 11.59 AM	s 9.50 AM	s 9.30 AM	s 9.08 AM	s 8.45 AM	s 8.35 AM	s 7.30 AM	s 1.55 AM	46.9		1.2 TO-R SAN JOSE	
		Arrive Daily Ex. Sunday and Holidays	Arrive Sunday and Holidays only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			(46.9)	
		(1.40) 28.14	(1.29) 31.62	(1.25) 33.11	(1.10) 40.20	(0.53) 53.09	(0.05) 31.20	(1.35) 29.62	(1.30) 31.27	(1.25) 33.11			..........Time over District.......... ....Average Speed per Hour..........	

RULE 5. Schedule time and train-order time apply at the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

RULES 86 and 93. Second and third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, except between limits of Fourth St. and Potrero interlockings, San Francisco, and must be clear of main track and insulated joints at passing points for Nos. 96, 97, 98 and 99.

WESTWARD

FIRST CLASS

Timetable No. 154

June 2, 1946

Automatic Block System

Double Track

	STATIONS	Distance from San Jose	105 Passenger Arrive Daily Ex. Sunday	107 Passenger Arrive Daily Ex. Holidays	109 Passenger Arrive Daily Ex. Sunday	111 Passenger Arrive Daily Ex. Sunday and Holidays	113 Passenger Arrive Daily Ex. Sunday and Holidays	115 Passenger Arrive Daily Ex. Sunday and Holidays	163 Passenger Arrive Sunday and Holidays only	117 Passenger Arrive Daily Ex. Sunday and Holidays	119 Passenger Arrive Daily Ex. Sunday and Holidays	121 Passenger Arrive Daily Ex. Sunday and Holidays	123 Passenger Arrive Daily Ex. Sunday and Holidays
TO-R	**SAN FRANCISCO** 1.9	46.9	AM s 6.15	AM s 6.40	AM s 7.15	AM s 7.30	AM s 7.35	AM s 7.43	AM s 7.57	AM s 7.50	AM s 8.00	AM s 8.05	AM s 8.09
	23rd STREET 2.2	45.0	s	s	s	s	s	s	s	s	s		
	PAUL AVE. 1.1	42.8		s			s			s	s		
	BAYSHORE 1.7	41.7	s 6.02	s 6.28	s 7.03	s 7.15	7.22	7.30	s 7.47	s 7.37	s 7.46	7.55	7.59
R	**VISITACION** 1.7	40.0											
	BUTLER ROAD 0.7	38.3			s	s	s	s		s			
	SO. SAN FRANCISCO 1.7	37.6	s 5.56	s 6.22	s 6.57	s 7.06		s 7.24	s 7.41			s 7.50	
	SAN BRUNO 1.1	35.9	s 5.53	s 6.18	s 6.53	s 7.03		s 7.20	s 7.38		s 7.38		
	LOMITA PARK 1.6	34.8	f	s	s	s	s 7.10		f		s		
	MILLBRAE 1.5	33.2	s	s	s			s 7.15	f		s		
	BROADWAY 1.1	31.7	s 5.44	s 6.09	s 6.43		s 7.05		s 7.29	s 7.23		s 7.41	s 7.48
	BURLINGAME 1.6	30.6	s 5.41	s 6.06	s 6.40		s 7.01		s 7.26	s 7.19	s 7.30		s 7.44
	SAN MATEO 1.0	29.0	s 5.38	s 6.02	s 6.36	s 6.54	s 6.57	s 7.09	s 7.22	s 7.15		s 7.35	
	HAYWARD PARK 1.4	28.0		s	s	s			f		s 7.23		
	HILLSDALE 1.6	26.6	f	f	f			s	f			s	
	BELMONT 1.3	25.0	s	s	s		s 6.51		f			s 7.26	
	SAN CARLOS 2.2	23.7	s 5.28	s 5.51	s 6.25	s 6.45		s 6.59	s 7.12		s 7.16		
	REDWOOD CITY 0.8	21.5	s 5.24	s 5.47	s 6.21	s 6.41		s 6.55	s 7.09		s 7.12		s 7.28
R	**REDWOOD JCT.** 1.6	20.7											
	ATHERTON 1.1	19.1	f	f	f		s 6.43		f			s 7.16	
	MENLO PARK 1.2	18.0	s	s 5.40	s	s 6.35			s	s			s 7.22
	PALO ALTO 1.7	16.8	s 5.15	s 5.37	s 6.12	s 6.33			s 6.59	s 6.59	s 7.05		
R	**CALIFORNIA AVE.** 4.3	15.1	s 5.07	s 5.33	s 6.08		s 6.37		s 6.55			s 7.07	
	MOUNTAIN VIEW 2.7	10.8	s 5.00	s 5.27	s 6.02		s 6.30		s 6.49	s 6.50			s 7.12
	SUNNYVALE 5.5	8.1	f 4.56	s 5.22	s 5.57	s 6.22			s 6.44		s 6.53		
R	**SANTA CLARA** 0.9	2.6	4.50	s 5.15	s 5.50	6.15	s 6.20	6.35	s 6.36	s 6.40		6.55	s 7.00
	SAN JOSE YARD 0.5	1.7											
	COLLEGE PARK 1.2	1.2	f		f				f		f		
TO-R	**SAN JOSE**	0.0	4.45 AM	5.10 AM	5.45 AM	6.10 AM	6.15 AM	6.30 AM	6.30 AM	6.35 AM	6.40 AM	6.50 AM	6.55 AM
	(46.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Holidays	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday and Holidays	Leave Daily Ex. Sunday and Holidays	Leave Daily Ex. Sunday and Holidays	Leave Sunday and Holidays only	Leave Daily Ex. Sunday and Holidays	Leave Daily Ex. Sunday and Holidays	Leave Daily Ex. Sunday and Holidays	Leave Daily Ex. Sunday and Holidays
	Time over District Average Speed per Hour		(1.30) 31.27	(1.30) 31.27	(1.30) 31.27	(1.20) 35.18	(1.20) 35.18	(1.13) 38.55	(1.27) 32.34	(1.15) 37.52	(1.20) 35.18	(1.15) 37.52	(1.14) 38.03

RULE 5. Schedule time and train-order time apply at the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

RULES 86 and 93. Second and third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, except between limits of Fourth St. and Potrero interlockings, San Francisco, and must be clear of main track and insulated joints at passing points for Nos. 96, 97, 98 and 99.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
107	College Park, Castro	Any Station............	Any Station........	Sun.
105 119	Castro............	Any Station..........	Any Station.......	Daily

Nos. 105 and 109 stop daily at Newcomb Ave.

EASTWARD

Timetable No. 154
June 2, 1946

FIRST CLASS

Capacity of sidings in car lengths			120 Passenger	174 Passenger	118 Passenger	172 Passenger	170 Passenger	168 Passenger	166 Passenger	96 Noon Daylight	164 Passenger	Mile Post Location	Automatic Block System			STATIONS	Double Track
			Leave Daily	Leave Saturday only	Leave Daily	Leave Saturday only	Leave Saturday only	Leave Saturday only	Leave Saturday only	Leave Daily	Leave Sunday and Holidays only						
	San Francisco yard	BKWOITYP	PM 3.05	PM 2.15	PM 1.35	PM 1.15	PM 1.00	PM 12.35	PM 12.18	PM 12.15	AM 11.30	0.0	Automatic Block System	TO-R		SAN FRANCISCO	Double Track
			f		f			s				1.9			1.9	23rd STREET	
								f				4.1			2.2	PAUL AVE.	
		BKWOITP	f 3.15	f 2.25	s 1.45	1.24	1.09	f 12.46	12.27	12.24	11.39	5.2			1.1	BAYSHORE	
		KIP										6.9		R	1.7	VISITACION	
												8.6			1.7	BUTLER ROAD	
			s 3.23	s 2.30	s 1.51	s 1.29		s 12.52	s 12.32			9.3			0.7	SO. SAN FRANCISCO	
		P	s 3.27	f 2.34	s 1.55	s 1.33		s 12.56				11.0			1.7	SAN BRUNO	
			f	f				f				12.1			1.1	LOMITA PARK	
M 48		P	f	f	s	s		s 1.02		12.32		13.7			1.6	MILLBRAE	
		P	s 3.36	s 2.43	s 2.03	s 1.41	s 1.21	s 1.05	s 12.40		s 11.52	15.2			1.5	BROADWAY	
		P	s 3.40	s 2.46	s 2.06	s 1.44	s 1.24	s 1.09	s 12.43		s 11.55	16.3			1.1	BURLINGAME	
M 84		WP	s 3.45	s 2.50	s 2.10	s 1.48	s 1.28	s 1.13	s 12.47		AM s 11.59	17.9			1.6	SAN MATEO	
			f	f	f			f				18.9			1.0	HAYWARD PARK	
			f	s	f			f		12.39	s	20.3			1.4	HILLSDALE	
		P	s	s	s	s		f			s	21.9			1.6	BELMONT	
M 47		P	s 3.56	s 3.01	s 2.20	s 1.57		s 1.24	s 12.54		PM s 12.08	23.2			1.3	SAN CARLOS	
	Yd. Lmts.		s 4.02	s 3.05	s 2.24	s 2.01	s 1.38	s 1.28	s 12.58		s 12.12	25.4			2.2	REDWOOD CITY	
		WIYP								12.45		26.2		R	0.8	REDWOOD JCT.	
			f	s	f		s	f	s 1.02		f	27.8			1.6	ATHERTON	
		P	s	s	s	s 2.06	s	s	s		s	28.9			1.1	MENLO PARK	
M 48		P	s 4.12	s 3.14	s 2.34	s 2.10	s 1.48	s 1.38	s 1.08		s 12.21	30.1			1.2	PALO ALTO	
M 48		WYP	s 4.16	s 3.17	s 2.37	s 2.13	s 1.52 PM Via Los Altos	s 1.41	s 1.12			31.8		R	1.7	CALIFORNIA AVE.	
M 46		P	s 4.24	s 3.24	s 2.44	s 2.19		s 1.48	s 1.19		s 12.30	36.1			4.3	MOUNTAIN VIEW	
		P	s 4.30	s 3.29	s 2.49	s 2.24		s 1.53		12.57	s 12.35	38.8			2.7	SUNNYVALE	
	San Jose yard	KIP	s 4.38	s 3.36	s 2.59	2.30		s 2.00	1.29		12.45	44.3		R	5.5	SANTA CLARA	
		BKWP										45.2			0.9	SAN JOSE YARD	
		IP	f	f								45.7			0.5	COLLEGE PARK	
		BKWOITYP	s 4.45 PM	s 3.43 PM	s 3.05 PM	s 2.35 PM		s 2.05 PM	s 1.34 PM	s 1.06 PM	s 12.50 PM	46.9		TO-R	1.2	SAN JOSE	
			Arrive Daily	Arrive Saturday only	Arrive Daily	Arrive Saturday only	Arrive Saturday only	Arrive Saturday only	Arrive Saturday only	Arrive Daily	Arrive Sunday and Holidays only					(46.9)	
			(1.40) 28.14	(1.28) 31.98	(1.30) 31.27	(1.20) 35.18	(0.52) 36.69	(1.30) 31.27	(1.16) 37.03	(0.51) 55.17	(1.20) 35.18					Time over District Average Speed per Hour	

RULE 5. Schedule time and train-order time apply at the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

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WESTWARD

Timetable No. 154

June 2, 1946

FIRST CLASS

STATIONS	Distance from San Jose	125	127	335	129	131	69	165	133	75	73	373
		Passenger	Passenger	Oakland C. M. W.	Passenger	Passenger	Coaster	Passenger	Passenger	Lark	Oakland Lark	C. M. W.
		Arrive Daily Ex. Sunday and Holidays	Arrive Daily Ex. Sunday and Holidays	Arrive Daily Ex. Sunday and Monday	Arrive Daily Ex. Sunday and Holidays	Arrive Daily Ex. Sunday and Holidays	Arrive Daily	Arrive Sunday and Holidays only	Arrive Daily Ex. Sunday and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday and Monday
TO-R SAN FRANCISCO 1.9	46.9	AM s 8.30	AM s 8.13		AM s 8.20	AM s 8.40	AM s 8.45	AM s 8.50	AM s 8.50	AM s 9.00		AM s 9.05
23rd STREET 2.2	45.0							f				
PAUL AVE. 1.1	42.8											
BAYSHORE 1.7	41.7	8.20				8.30	8.35	f 8.40	8.40	8.50		8.55
R VISITACION 1.7	40.0											
BUTLER ROAD 0.7	38.3											
SO. SAN FRANCISCO 1.7	37.6	s 8.15						s 8.35	s 8.35			
SAN BRUNO 1.1	35.9					s 8.22		s 8.31	s 8.31	8.38		8.43
LOMITA PARK 1.6	34.8					s		f	s			
MILLBRAE 1.5	33.2				s 7.59			f	s			
BROADWAY 1.1	31.7	s 8.07				s 8.12		s 8.22	s 8.22			
BURLINGAME 1.6	30.6	s 8.04				s 8.09	s 8.14	s 8.18	s 8.18	8.29		8.34
SAN MATEO 1.0	29.0	s 8.00				s 8.05		s 8.14	s 8.14			
HAYWARD PARK 1.4	28.0	s 7.56							s			
HILLSDALE 1.6	26.6					s		s				
BELMONT 1.3	25.0		s 7.44	s					s			
SAN CARLOS 2.2	23.7				s 7.47	s 7.55		s 8.03	s 8.03			
REDWOOD CITY 0.8	21.5				s 7.43	s 7.50		s 7.58	s 7.59			
R REDWOOD JCT. 1.6	20.7	7.44 7.30	7.38		7.41					8.16		8.21
ATHERTON 1.1	19.1		s 7.36			s		s	s			
MENLO PARK 1.2	18.0					s		s	s			
PALO ALTO 1.7	16.8		s 7.32			s 7.40	s 7.45	s 7.49	s 7.49	s 8.09		8.14
R CALIFORNIA AVE. 4.3	15.1				7.33 AM	s 7.35		s 7.44	s 7.44			
MOUNTAIN VIEW 2.7	10.8				Via Los Altos	s 7.28		s 7.39	s 7.40	7.58		8.03
SUNNYVALE 5.5	8.1		s 7.17	Via Newark				s 7.34	s 7.35		Via Newark	
R SANTA CLARA 0.9	2.6	7.05	7.10	AM 7.15		s 7.18	7.23	s 7.26	s 7.28	7.50	AM 7.52	7.55
SAN JOSE YARD 0.5	1.7											
COLLEGE PARK 1.2	1.2					f		f				
TO-R SAN JOSE	0.0	7.00 AM	7.05 AM	7.10 AM		7.13 AM	7.18 AM	7.20 AM	7.23 AM	7.45 AM	7.47 AM	7.50 AM
(46.9)		Leave Daily Ex. Sunday and Holidays	Leave Daily Ex. Sunday and Holidays	Leave Daily Ex. Sunday and Monday	Leave Daily Ex. Sunday and Holidays	Leave Daily Ex. Sunday and Holidays	Leave Daily	Leave Sunday and Holidays only	Leave Daily Ex. Sunday and Holidays	Leave Daily	Leave Daily	Leave Daily Ex. Sunday and Monday
Time over District Average Speed per Hour		(1.30) 31.27	(1.08) 41.38	(0.05) 31.20	(0.47) 40.59	(1.27) 32.34	(1.27) 32.34	(1.30) 31.27	(1.27) 32.34	(1.15) 37.52	(0.05) 31.20	(1.15) 37.52

Automatic Block System

Double Track

RULE 5. Schedule time and train-order time apply at the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

RULES 86 and 93. Second and third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, except between limits of Fourth St. and Potrero interlockings, San Francisco, and must be clear of main track and insulated joints at passing points for Nos. 96, 97, 98 and 99.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
75	Burlingame.......	....	Santa Barbara......	Daily

EASTWARD

Capacity of sidings in car lengths		FIRST CLASS									Mile Post Location		Timetable No. 154 June 2, 1946		Distance from San Francisco
		134 Passenger	**132** Passenger	**176** Passenger	**130** Passenger	**128** Passenger	**126** Passenger	**124** Passenger	**122** Passenger	**78** Del Monte					
		Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturday only	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sunday and Holidays	Leave Daily	Leave Daily Ex. Sunday and Holidays	Leave Daily				**STATIONS**	
San Francisco yard	BKWOITYP	PM 5.20	PM 5.17	PM 5.00	PM 5.00	PM 4.50	PM 4.40	PM 4.20	PM 4.05	PM 4.00	0.0	TO-R		**SAN FRANCISCO**	0.0
				s	s	s	s	s	s		1.9		1.9	**23rd STREET**	1.9
				s		s					4.1		2.2	**PAUL AVE.**	4.1
	BKWOITP		5.26	s 5.11	5.09	s 5.01	4.50	s 4.30	4.16	4.09	5.2		1.1	**BAYSHORE**	5.2
	KIP										6.9	R	1.7	**VISITACION**	6.9
				f			s	s			8.6		1.7	**BUTLER ROAD**	8.6
				f 5.17		s 5.07		s 4.37			9.3		0.7	**SO. SAN FRANCISCO**	9.3
	P			s 5.21		s 5.11		s 4.41	s 4.24		11.0		1.7	**SAN BRUNO**	11.0
				f	s		s 4.58				12.1		1.1	**LOMITA PARK**	12.1
M 48	P			f	s		s	s			13.7		1.6	**MILLBRAE**	13.7
	P			s 5.30	s 5.22		s 5.05	s 4.49	s 4.30		15.2		1.5	**BROADWAY**	15.2
	P			s 5.33	s 5.26	s 5.19	s 5.08	s 4.52	s 4.33		16.3		1.1	**BURLINGAME**	16.3
M 84	WP		5.39	s 5.37	s 5.30	s 5.23	s 5.12	s 4.56	s 4.37		17.9		1.6	**SAN MATEO**	17.9
				f				s			18.9		1.0	**HAYWARD PARK**	18.9
				f		s		s			20.3		1.4	**HILLSDALE**	20.3
	P			f		s		s		4.26	21.9		1.6	**BELMONT**	21.9
M 47	P		5.45	s 5.48		s 5.33		s 5.06	s 4.45		23.2		1.3	**SAN CARLOS**	23.2
Yd. Lmts.		s 5.53		s 5.52		s 5.37	s 5.21	s 5.11	s 4.49		25.4		2.2	**REDWOOD CITY**	25.4
	WIYP		5.50		5.41					4.32	26.2	R	0.8	**REDWOOD JCT.**	26.2
		s 5.57		f	s			s	s		27.8		1.6	**ATHERTON**	27.8
	P			s	s 5.46		s	s			28.9		1.1	**MENLO PARK**	28.9
M 48	P		s 5.56	s 6.02		s 5.44	s 5.29	s 5.21	s 4.57	4.37	30.1		1.2	**PALO ALTO**	30.1
M 48	WYP		s 6.00 PM	s 6.05	5.52	s 5.47		s 5.24	s 5.00		31.8	R	1.7	**CALIFORNIA AVE.**	31.8
M 46	P		Via Los Altos	s 6.12	s 6.00		s 5.38	s 5.31	s 5.07	4.45	36.1		4.3	**MOUNTAIN VIEW**	36.1
San Jose yard	P	s 6.12		s 6.17	6.04		s 5.43	s 5.36	s 5.12		38.8		2.7	**SUNNYVALE**	38.8
	KIP	6.20		s 6.24	s 6.13	6.00	5.49	s 5.44	5.20	4.53	44.3	R	5.5	**SANTA CLARA**	44.3
	BKWP										45.2		0.9	**SAN JOSE YARD**	45.2
	IP				f		f				45.7		0.5	**COLLEGE PARK**	45.7
	BKWOITYP	s 6.25 PM		s 6.30 PM	s 6.20 PM	s 6.05 PM	s 5.55 PM	s 5.50 PM	s 5.25 PM	s 4.59 PM	46.9	TO-R	1.2	**SAN JOSE**	46.9
		Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturday only	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sunday and Holidays	Arrive Daily	Arrive Daily Ex. Sunday and Holidays	Arrive Daily				(46.9)	
		(1.05) 43.29	(0.43) 44.37	(1.30) 31.27	(1.20) 35.18	(1.15) 37.52	(1.15) 37.52	(1.30) 31.27	(1.20) 35.18	(0.59) 47.69				Time over District Average Speed per Hour	

Automatic Block System

Double Track

RULE 5. Schedule time and train-order time apply at the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

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ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
78	Burlingame	Gilroy		Daily
78	Palo Alto	Watsonville Jct		Daily
122	Paul Ave	Any Station	Any Station	Saturday Only
122	Newcomb Ave	Any Station	Any Station	Daily
124	Lomita Park Castro College Park	Any Station	Any Station	Sun. and Hol.

WESTWARD

FIRST CLASS

Timetable No. 154

June 2, 1946

Automatic Block System

Double Track

	STATIONS	Distance from San Jose	135 Passenger Arrive Daily Ex. Sunday and Holidays	137 Passenger Arrive Daily Ex. Sunday and Holidays	167 Passenger Arrive Sunday and Holidays only	77 Del Monte Arrive Daily	139 Passenger Arrive Daily Ex. Sunday and Holidays	169 Passenger Arrive Sunday and Holidays only	141 Passenger Arrive Daily Ex. Sunday and Holidays	143 Passenger Arrive Daily	145 Passenger Arrive Daily Ex. Sunday and Holidays	171 Passenger Arrive Sunday and Holidays only
TO-R	SAN FRANCISCO 1.9	46.9	AM s 9.30	AM s 9.55	AM s 10.10	AM s 10.50	AM s 11.20	PM s 12.35	PM s 1.25	PM s 3.00	PM s 4.00	PM s 4.10
	23rd STREET 2.2	45.0								s		
	PAUL AVE. 1.1	42.8										
	BAYSHORE 1.7	41.7	9.20	9.45	f 10.00	10.40	11.10	f 12.25	f 1.15	s 2.49	f 3.50	s 4.00
R	VISITACION 1.7	40.0										
	BUTLER ROAD 0.7	38.3									f	
	SO. SAN FRANCISCO 1.7	37.6	s 9.15		s 9.55	10.35	s 11.05	s 12.19	s 1.09	s 2.43	s 3.44	s 3.55
	SAN BRUNO 1.1	35.9	s 9.11		f 9.52		s 11.01	f 12.16	s 1.06	s 2.39	s 3.35	s 3.50
	LOMITA PARK 1.6	34.8	s		f		f	f	s		f	
	MILLBRAE 1.5	33.2	s		f		s	f	s	f	s	f
	BROADWAY 1.1	31.7	s 9.02	s 9.34	s 9.44		s 10.53	s 12.08	s 12.58	s 2.32	s 3.21	s 3.41
	BURLINGAME 1.6	30.6	s 8.59	s 9.31	s 9.42	s 10.25	s 10.50	s 12.06	s 12.55	s 2.29	s 3.18	s 3.37
	SAN MATEO 1.0	29.0	s 8.55	s 9.27	s 9.38		s 10.46	s 12.02 PM	s 12.51	s 2.25	s 3.11	s 3.33
	HAYWARD PARK 1.4	28.0										
	HILLSDALE 1.6	26.6	s		f		s	f	f	s	f	f
	BELMONT 1.3	25.0	s		f		s	f	s	s	s	s
	SAN CARLOS 2.2	23.7	s 8.44	s 9.19	f 9.28		s 10.37	f 11.52 AM	s 12.42	s 2.15	s 2.52	s 3.16
	REDWOOD CITY 0.8	21.5	s 8.40	s 9.15	s 9.24	s 10.12	s 10.33	s 11.48	s 12.38	s 2.11	s 2.48	s 3.12
R	REDWOOD JCT. 1.6	20.7										
	ATHERTON 1.1	19.1	s		f		s	f	s	s		f
	MENLO PARK 1.2	18.0	s		f		s	f	s	s	s	s
	PALO ALTO 1.7	16.8	s 8.30	s 9.07	s 9.16	s 10.04	s 10.23	s 11.40	s 12.29	s 2.02	s 2.28	s 2.54
R	CALIFORNIA AVE. 4.3	15.1	s 8.26	s 9.03	f 9.13		s 10.19	f 11.37	s 12.25	s 1.58	s 2.18	f 2.50
	MOUNTAIN VIEW 2.7	10.8	s 8.20	s 8.57	f 9.07		s 10.12	f 11.31	s 12.18	s 1.51	s 2.12	s 2.43
	SUNNYVALE 5.5	8.1	s 8.15		f 9.02	9.55	s 10.08	f 11.27	s 12.13	s 1.47	s 2.03	s 2.38
R	SANTA CLARA 0.9	2.6	s 8.08	8.48	f 8.55	9.50	s 10.00	f 11.20	s 12.06	s 1.40	s 1.56	s 2.31
	SAN JOSE YARD 0.5	1.7										
	COLLEGE PARK 1.2	1.2										f
TO-R	SAN JOSE	0.0	8.03 AM	8.43 AM	8.50 AM	9.45 AM	9.55 AM	11.15 AM	12.01 PM	1.35 PM	1.50 PM	2.25 PM
	(46.9)		Leave Daily Ex. Sunday and Holidays	Leave Daily Ex. Sunday and Holidays	Leave Sunday and Holidays only	Leave Daily	Leave Daily Ex. Sunday and Holidays	Leave Sunday and Holidays only	Leave Daily Ex. Sunday and Holidays	Leave Daily	Leave Daily Ex. Sunday and Holidays	Leave Sunday and Holidays only
	............Time over District............ ....Average Speed per Hour.......		(1.27) 32.34	(1.12) 39.08	(1.20) 35.18	(1.05) 43.29	(1.25) 33.11	(1.20) 35.18	(1.24) 33.50	(1.25) 33.11	(2.10) 21.65	(1.45) 26.80

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ocation of station sign at stations between San Francisco and San
ose and on Santa Clara-Newark line will apply at junction switch,
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nd engines, except trains handling passenger equipment only, must
lear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, ex-
ept between limits of Fourth St. and Potrero interlockings, San
rancisco, and must be clear of main track and insulated joints at
assing points for Nos. 96, 97, 98 and 99.

No. 77 reduce speed at Mountain View, San Mateo and So. San Francisco to exchange U. S. Mail.

EASTWARD

FIRST CLASS

Capacity of sidings in car lengths		70 Coaster	150 Passenger	148 Passenger	146 Passenger	144 Passenger	142 Passenger	140 Passenger	138 Passenger	136 Passenger	Mile Post Location	Timetable No. 154 June 2, 1946 STATIONS	Distance from San Francisco
		Leave Daily	Leave Daily	Leave Daily Ex. Sunday and Holidays	Leave Daily Ex. Sunday and Holidays	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays			
San Francisco yard	BKWOITYP	PM 7.00	PM 6.30	PM 6.00	PM 5.45	PM 5.35	PM 5.32	PM 5.29	PM 5.26	PM 5.23	0.0	TO-R SAN FRANCISCO	0.0
					s						1.9	1.9 23rd STREET	1.
											4.1	2.2 PAUL AVE.	4.1
	BKWOITP	7.09			s 5.55						5.2	1.1 BAYSHORE	5.2
	KIP										6.9	1.7 R VISITACION	6.9
											8.6	1.7 BUTLER ROAD	8.
			s 6.44		s 6.01	s 5.48					9.3	0.7 SO. SAN FRANCISCO	9.3
	P		s 6.47	s 6.16		s 5.51					11.0	1.7 SAN BRUNO	11.
						s					12.1	1.1 LOMITA PARK	12.
M48	P		s	s		s					13.7	1.6 MILLBRAE	13.
	P		s 6.55	s 6.24	s 6.11		s 5.53				15.2	1.5 BROADWAY	15.
	P	s 7.21	s 6.58	s 6.27	s 6.15	s 6.01		s 5.51			16.3	1.1 BURLINGAME	16.
M 84	WP		s 7.02	s 6.31	s 6.19		s 5.59		s 5.49		17.9	1.6 SAN MATEO	17.
						s			s 5.52		18.9	1.0 HAYWARD PARK	18.
			s	s	s			s 5.58		s 5.47	20.3	1.4 HILLSDALE	20.
	P		f	s		s 6.12			s 5.58		21.9	1.6 BELMONT	21.
M 47	P		s 7.12	s 6.41	s 6.29		s 6.08			s 5.53	23.2	1.3 SAN CARLOS	23.
Yd. Lmts.			s 7.16	s 6.45	s 6.33	s 6.18		s 6.06			25.4	2.2 REDWOOD CITY	25.
	WIYP										26.2	0.8 R REDWOOD JCT.	26.
			s		s		s 6.16				27.8	1.6 ATHERTON	27.
	P		s	s 6.51		s 6.25				s 6.01	28.9	1.1 MENLO PARK	28.
M 48	P	s 7.39	s 7.25	s 6.54	s 6.43		s 6.21		s 6.10		30.1	1.2 PALO ALTO	30.
M 48	WYP		s 7.28	s 6.57		s 6.31		s 6.17			31.8	1.7 R CALIFORNIA AVE.	31.
M 46	P	7.46	s 7.34		s 6.54		s 6.30	s 6.25		s 6.13	36.1	4.3 MOUNTAIN VIEW	36.
	P		s 7.39	s 7.07		s 6.42			s 6.23		38.8	2.7 SUNNYVALE	38.
San Jose yard	KIP	8.00	7.45	s 7.14	7.05	6.50	s 6.41	6.35	6.30	s 6.25	44.3	5.5 R SANTA CLARA	44.
	BKWP										45.2	0.9 SAN JOSE YARD	45.
	IP										45.7	0.5 COLLEGE PARK	45
	BKWOITYP	s 8.05 PM	s 7.50 PM	s 7.20 PM	s 7.10 PM	s 6.55 PM	s 6.46 PM	s 6.40 PM	s 6.35 PM	s 6.30 PM	46.9	1.2 TO-R SAN JOSE	46.
		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday and Holidays	Arrive Daily Ex. Sunday and Holidays	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays		(46.9)	
		(1.05) 43.29	(1.20) 35.18	(1.20) 35.18	(1.25) 33.11	(1.20) 35.18	(1.14) 38.03	(1.11) 39.63	(1.09) 40.78	(1.07) 42.00		..............Time over District.............. ....Average Speed per Hour.........	

Automatic Block System

Double Track

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ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
140	Castro............	Any Station............	Any Station........	Daily
144	Any Station.......	Any Station............	Any Station........	Sun. & Holidays

Timetable No. 154

June 2, 1946

WESTWARD

FIRST CLASS

Double Track — Automatic Block System — Double Track

Distance from San Francisco Location	STATIONS	Distance from San Jose	147 Passenger	99 Morning Daylight	255 Passenger	149 Passenger	151 Passenger	153 Passenger	71 Passenger	97 Noon Daylight	155 Passenger	157 Passenger
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
0.0	TO-R **SAN FRANCISCO** 1.9	46.9	PM s 5.20	PM s 6.00		PM s 6.45	PM s 7.30	PM s 7.35	PM s 9.30	PM s 9.55	PM s 10.40	PM s 11.45
1.9	**23rd STREET** 2.2	45.0	s									s
4.1	**PAUL AVE.** 1.1	42.8	f									
5.2	**BAYSHORE** 1.7	41.7	s 5.07	5.50		6.35	7.20	s 7.25	9.19	9.45	f 10.30	s 11.36
6.9	R **VISITACION** 1.7	40.0										
8.6	**BUTLER ROAD** 0.7	38.3	s								f	f
9.3	**SO. SAN FRANCISCO** 1.7	37.6	s 5.01			s 6.29	s 7.15	s 7.21			s 10.22	s 11.29
11.0	**SAN BRUNO** 1.1	35.9	s 4.57	5.43		s 6.24	s 7.05	s 7.17	9.09	9.38	s 10.18	s 11.25
12.1	**LOMITA PARK** 1.6	34.8	f				f					f
13.7	**MILLBRAE** 1.5	33.2	f			s	s	f			f	s
15.2	**BROADWAY** 1.1	31.7	s 4.49			s 6.17	f 6.44	s 7.10			s 10.11	s 11.15
16.3	**BURLINGAME** 1.6	30.6	s 4.46			s 6.13	s 6.39	s 7.07	s 9.01		s 10.07	s 11.11
17.9	**SAN MATEO** 1.0	29.0	s 4.42	5.34		s 6.08	s 6.34	s 7.03	s 8.56	9.29	s 10.03	s 11.07
18.9	**HAYWARD PARK** 1.4	28.0	f									f
20.3	**HILLSDALE** 1.6	26.6	f			f	f				f	f
21.9	**BELMONT** 1.3	25.0	s			f	s	s			f	f
23.2	**SAN CARLOS** 2.2	23.7	s 4.32			s 5.58	s	s 6.53			s 9.53	s 10.57
25.4	**REDWOOD CITY** 0.8	21.5	s 4.28			s 5.54	s 6.16	s 6.49	s 8.47		s 9.49	s 10.53
26.2	R **REDWOOD JCT.** 1.6	20.7		5.25						9.20		
27.8	**ATHERTON** 1.1	19.1	f			f	f				f	f
28.9	**MENLO PARK** 1.2	18.0	s			s	s	s			f	s
30.1	**PALO ALTO** 1.7	16.8	s 4.18			s 5.44	s 6.02	s 6.41	s 8.37		s 9.39	s 10.44
31.8	R **CALIFORNIA AVE.** 4.3	15.1	s 4.14			s 5.39	f 5.51	s 6.37			s 9.34	f 10.39
36.1	**MOUNTAIN VIEW** 2.7	10.8	s 4.07	5.15		s 5.32	s 5.44	s 6.31	s 8.26	9.10	s 9.27	s 10.32
38.8	**SUNNYVALE** 5.5	8.1	s 4.03		Via Newark	s 5.27	s 5.33	s 6.27			s 9.22	s 10.27
44.3	R **SANTA CLARA** 0.9	2.6	s 3.55		PM 5.10	s 5.20	s 5.25	s 6.20	8.15		s 9.15	s 10.20
45.2	**SAN JOSE YARD** 0.5	1.7										
45.7	**COLLEGE PARK** 1.2	1.2	f									
46.9	TO-R **SAN JOSE**	0.0	3.50 PM	5.03 PM	5.05 PM	5.15 PM	5.20 PM	6.15 PM	8.10 PM	8.58 PM	9.10 PM	10.15 PM
	(46.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District Average Speed per Hour		(1.30) 31.27	(0.57) 49.37	(0.05) 31.20	(1.30) 31.27	(2.10) 21.65	(1.20) 35.18	(1.20) 35.18	(0.57) 49.37	(1.30) 31.27	(1.30) 31.27

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ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
153	Hillsdale Bayshore	Any Station	Any Station	Sun. & Hol.

No. 71 reduce speed, stopping if necessary, at Santa Clara and South San Francisco to exchange U. S. Mail.

SAN FRANCISCO SUBDIVISION

EASTWARD

FIRST CLASS

Timetable No. 154
June 2, 1946

	Capacity of sidings in car lengths		158 Passenger	156 Passenger	76 Lark	154 Passenger	74 Oakland Lark	374 C. M. E.	152 Passenger	Mile Post Location			STATIONS	Distance from San Francisco
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday and Sunday	Leave Daily					
San Francisco yard		BKWOITYP	PM 11.10	PM 9.45	PM 9.00	PM 8.30		PM 7.40	PM 7.20	0.0	TO-R		SAN FRANCISCO	0
			f							1.9		1.9	23rd STREET	1
										4.1		2.2	PAUL AVE.	4
		BKWOITP	f 11.20	f 9.54	9.09	f 8.39		7.50	7.29	5.2		1.1	BAYSHORE	5
		KIP								6.9	R	1.7	VISITACION	6
										8.6		1.7	BUTLER ROAD	8
			s 11.26	s 10.00		s 8.45			s 7.34	9.3		0.7	SO. SAN FRANCISCO	9
		P	s 11.29	s 10.03	9.15	s 8.49		7.57	s 7.37	11.0		1.7	SAN BRUNO	11
			f	s		f			s	12.1		1.1	LOMITA PARK	12
	M 48	P	f	s		f			s	13.7		1.6	MILLBRAE	13
		P	s 11.38	s 10.12		s 8.56			s 7.46	15.2		1.5	BROADWAY	15
		P	s 11.41	s 10.15	s 9.23	s 8.59			s 7.49	16.3		1.1	BURLINGAME	16
	M 84	WP	s 11.45	s 10.19		s 9.03		8.08	s 7.53	17.9		1.6	SAN MATEO	17
				f		f			f	18.9		1.0	HAYWARD PARK	18
			f	f		f			f	20.3		1.4	HILLSDALE	20
		P	f	s		f			s	21.9		1.6	BELMONT	21
	M 47	P	s 11.54	s 10.28		s 9.12		8.14	s 8.02	23.2		1.3	SAN CARLOS	23
Yd. Lmts.			PM s 11.58	s 10.32		s 9.16			s 8.06	25.4		2.2	REDWOOD CITY	25
		WIYP			9.35			8.20		26.2	R	0.8	REDWOOD JCT.	26
			f	f		f			f	27.8		1.6	ATHERTON	27
		P	s	s 10.37		s 9.22			s	28.9		1.1	MENLO PARK	28
	M 48	P	AM s 12.07	s 10.41	s 9.42	s 9.26			s 8.16	30.1		1.2	PALO ALTO	30
	M 48	WYP	s 12.11	s 10.44		s 9.29			s 8.19	31.8	R	1.7	CALIFORNIA AVE.	31
	M 46	P	s 12.17	s 10.52	9.50	s 9.36			s 8.27	36.1		4.3	MOUNTAIN VIEW	36
		P	s 12.22	s 10.57		s 9.41	Via Newark	8.40	s 8.33	38.8		2.7	SUNNYVALE	38
San Jose yard		KIP	s 12.29	f 11.04	9.58	s 9.49	PM 9.40	8.48	f 8.40	44.3	R	5.5	SANTA CLARA	44
		BKWP						8.55 9.30		45.2		0.9	SAN JOSE YARD	45
		IP	f	f		f				45.7		0.5	COLLEGE PARK	45
		BKWOITYP	s 12.35 AM	s 11.10 PM	s 10.03 PM	s 9.55 PM	s 9.50 PM	9.35 PM	s 8.45 PM	46.9	TO-R	1.2	SAN JOSE	46
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday and Sunday	Arrive Daily				(46.9)	
			(1.25) 33.11	(1.25) 33.11	(1.03) 44.67	(1.25) 33.11	(0.10) 15.60	(1.55) 24.47	(1.25) 33.11				........Time over District........ ....Average Speed per Hour........	

Automatic Block System

Double Track

RULE 5. Schedule time and train-order time apply at the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

RULES 86 and 93. Second and third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, except between limits of Fourth St. and Potrero interlockings, San Francisco, and must be clear of main track and insulated joints at passing points for Nos. 96, 97, 98 and 99.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
152	Bayshore..........	Any Station..............	Any Station..........	Sun. & Hol.
154	Castro..........	Any Station..............	Any Station..........	Daily

No. 76 reduce speed at San Mateo to 25 MPH to exchange U. S. Mail.

Timetable No. 154

June 2, 1946

Automatic Block System

Double Track

Distance from San Francisco Location		STATIONS	Distance from San Jose	401	409	413
				WESTWARD THIRD CLASS		
				Freight	Freight	Freight
				Arrive Daily	Arrive Daily	Arrive Daily
0.0	TO-R	SAN FRANCISCO 1.9	46.9			
1.9		23rd STREET 2.2	45.0			
4.1		PAUL AVE. 1.1	42.8			
5.2		BAYSHORE 1.7	41.7	AM 4.10	AM 11.55	PM 7.55
6.9	R	VISITACION 1.7	40.0			
8.6		BUTLER ROAD 0.7	38.3			
9.3		SO. SAN FRANCISCO 1.7	37.6			
11.0		SAN BRUNO 1.1	35.9			
12.1		LOMITA PARK 1.6	34.8			
13.7		MILLBRAE 1.5	33.2			
15.2		BROADWAY 1.1	31.7			
16.3		BURLINGAME 1.6	30.6			
17.9		SAN MATEO 1.0	29.0			
18.9		HAYWARD PARK 1.4	28.0			
20.3		HILLSDALE 1.6	26.6			
21.9		BELMONT 1.3	25.0			
23.2		SAN CARLOS 2.2	23.7			
25.4		REDWOOD CITY 0.8	21.5			
26.2	R	REDWOOD JCT. 1.6	20.7	3.10 AM	10.55 AM	6.55 PM
27.8		ATHERTON 1.1	19.1	Via Dumbarton	Via Dumbarton	Via Dumbarton
28.9		MENLO PARK 1.2	18.0			
30.1		PALO ALTO 1.7	16.8			
31.8	R	CALIFORNIA AVE. 4.3	15.1			
36.1		MOUNTAIN VIEW 2.7	10.8			
38.8		SUNNYVALE 5.5	8.1			
44.3	R	SANTA CLARA 0.9	2.6			
45.2		SAN JOSE YARD 0.5	1.7			
45.7		COLLEGE PARK 1.2	1.2			
46.9	TO-R	SAN JOSE	0.0			
		(46.9)		Leave Daily	Leave Daily	Leave Daily
		Time over District		(1.00)	(1.00)	(1.00)
		Average Speed per Hour		21.00	21.00	21.00

RULE 5. Schedule time and train-order time apply at the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

RULES 86 and 93. Second and third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, except between limits of Fourth St. and Potrero interlockings, San Francisco, and must be clear of main track and insulated joints at passing points for Nos. 96, 97, 98 and 99.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Newcomb Ave..........	3.1	.. P
Tanforan Wye..........	10.4	.. Y
Aqua............(Spur)	12.9	12
Howest..........(Spur)	16.8	14
Romac...........(Spur)	19.7	11
Bay Meadows.....(Spur)	20.0	29
Stauffer........(Spur)	27.3	..
Redwood Harbor (Spur)	28.7	..
Castro................	34.8	..
Lawrence.......(Spur)	40.8	28

EASTWARD

Capacity of sidings in car lengths			THIRD CLASS					SECOND CLASS				Mile Post Location		Timetable No. 154 June 2, 1946		Distance from San Francisco
					766	408	472		402	444	108					
					Freight	Freight	Freight		B. M.	C. C. M.	Express					
					Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily			STATIONS		
San Francisco yard		BKWOITYP							PM 7.50	PM 7.10	AM 1.30	0.0	Automatic Block System	TO-R SAN FRANCISCO	Double Track	0.0
												1.9		1.9 23rd STREET		1.9
												4.1		2.2 PAUL AVE.		4.1
		BKWOITP			PM 9:15	AM 8.30	AM 12.20				1.39	5.2		1.1 BAYSHORE		5.2
		KIP										6.9		1.7 R VISITACION		6.9
												8.6		1.7 BUTLER ROAD		8.6
											s 1.55	9.3		0.7 SO. SAN FRANCISCO		9.3
		P									s 2.15	11.0		1.7 SAN BRUNO		11.0
												12.1		1.1 LOMITA PARK		12.1
	M 48	P									s	13.7		1.6 MILLBRAE		13.7
		P										15.2		1.5 BROADWAY		15.2
		P									s 2.35	16.3		1.1 BURLINGAME		16.3
	M 84	WP									s 2.55	17.9		1.6 SAN MATEO		17.9
												18.9		1.0 HAYWARD PARK		18.9
												20.3		1.4 HILLSDALE		20.3
		P									s	21.9		1.6 BELMONT		21.9
	M 47	P									s 3.15	23.2		1.3 SAN CARLOS		23.2
Yd. Lmts.											s 3.40	25.4		2.2 REDWOOD CITY		25.4
		WIYP			10.05	9.30 AM	1.20 AM		8.40 PM	8.00 PM		26.2		0.8 R REDWOOD JCT.		26.2
						Via Dumbarton	Via Dumbarton		Via Dumbarton	Via Dumbarton		27.8		1.6 ATHERTON		27.8
		P									s	28.9		1.1 MENLO PARK		28.9
	M 48	P									s 3.58	30.1		1.2 PALO ALTO		30.1
	M 48	WYP									s 4.03	31.8		1.7 R CALIFORNIA AVE.		31.8
	M 46	P									s 4.28	36.1		4.3 MOUNTAIN VIEW		36.1
		P									s 4.43	38.8		2.7 SUNNYVALE		38.8
San Jose yard		KIP									s 4.54	44.3		5.5 R SANTA CLARA		44.3
		BKWP			PM 10.45							45.2		0.9 SAN JOSE YARD		45.2
		IP										45.7		0.5 COLLEGE PARK		45.7
		BKWOITYP			12.01 AM						s 5.00 AM	46.9		1.2 TO-R SAN JOSE		46.9
					Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily			(46.9)		
					(2.46) 15.07	(1.00) 21.00	(1.00) 21.00		(0.50) 30.14	(0.50) 30.14	(3.30) 13.40			..........Time over District.......... ....Average Speed per Hour..........		

RULE 5. Schedule time and train-order time apply at the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

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EASTWARD — WESTWARD

Capacity of sidings in car lengths		FIRST CLASS 132 Passenger	FIRST CLASS 170 Passenger	FIRST CLASS 192 Equipment	Mile Post Location		Timetable No. 154 June 2, 1946 Los Gatos Branch STATIONS	Distance from Los Gatos	FIRST CLASS 129 Passenger	FIRST CLASS 185 Equipment	FIRST CLASS 193 Equipment
		Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturday only	Leave Daily Ex. Sunday and Holidays					Arrive Daily Ex. Sunday and Holidays	Arrive Saturday only	Arrive Daily Ex. Sat., Sun. and Holidays
	BKWOITYP			AM 5.45	46.9	TO-R	**SAN JOSE**	8.9		PM 3.35	PM 7.35
	I				47.6		0.7 **WPRR Crossing**	8.2			
45	WP	Via Los Altos	Via Los Altos	5.58	50.7	A.B.S.	3.1 **CAMPBELL**	5.1	Via Los Altos	3.21	7.21
Yard Limits	YP	PM 6.43	PM 2.35	6.10	53.3 51.8	R	2.6 **VASONA JCT.**	2.5	AM s 6.51	3.10	7.10
17	P	s 6.53 PM	s 2.45 PM	s 6.20 AM	54.3	TO-R	2.5 **LOS GATOS**	0.0	6.45 AM	3.00 PM	7.00 PM
		Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturday only	Arrive Daily Ex. Sunday and Holidays			(8.9)		Leave Daily Ex. Sunday and Holidays	Leave Saturday only	Leave Daily Ex. Sat., Sun. and Holidays
		(0.10) 15.00	(0.10) 15.00	(0.35) 15.26			Time over District Average Speed per Hour		(0.06) 25.00	(0.35) 15.26	(0.35) 15.26

EASTWARD — WESTWARD

Capacity of sidings in car lengths		FIRST CLASS 132 Passenger	FIRST CLASS 170 Passenger	Mile Post Location		Timetable No. 154 June 2, 1946 Los Altos Branch STATIONS	Distance from Vasona Jct.	FIRST CLASS 129 Passenger
		Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturday only					Arrive Daily Ex. Sunday and Holidays
28	WYP	PM 6.03	PM 1.55	31.8	R	**CALIFORNIA AVE.**	16.3	AM s 7.26
	P	s 6.13	s 2.05	35.7		3.9 **LOS ALTOS**	12.4	s 7.17
		s	s	37.5		1.8 **SPRINGER ROAD**	10.6	f
		s 6.18	s 2.10	38.2		0.7 **LOYOLA**	9.9	f
65	W	f	f	39.7		1.5 **SIMLA**	8.4	f
		s 6.24	s 2.16	41.0		1.3 **MONTA VISTA**	7.1	f 7.04
		f	f	43.8		2.8 **AZULE**	4.3	f
		s 6.32	f 2.24	45.2		1.4 **CONGRESS JCT.**	2.9	f 6.55
		f	f	46.1		0.9 **SAN TOMAS**	2.0	f
		f	f	46.9		0.8 **POLLARD ROAD**	1.2	
		f	f	47.8		0.9 **QUITO**	0.3	
	YP	f 6.43 PM	f 2.35 PM	48.1 51.8	R	0.3 **VASONA JCT.**	0.0	6.51 AM
		Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturday only			(16.3)		Leave Daily Ex. Sunday and Holidays
		(0.40) 24.45	(0.40) 24.45			Time over District Average Speed per Hour		(0.35) 27.95

EAST-WARD ↓ — WEST-WARD ↑

	Mile Post Location	Timetable No. 154 June 2, 1946 San Bruno Branch STATIONS	Distance from San Bruno
San Francisco yard	4.0	**BERNAL**	9.6
	5.2	1.2 **ELKTON**	8.4
	6.3	1.1 **OCEAN VIEW**	7.3
	7.4	1.1 **DALY CITY**	6.2
	8.1	0.7 **UNION PARK**	5.5
	8.5	0.4 **COLMA**	5.1
	9.7	1.2 **EMANUEL**	3.9
	11.4	1.7 **BADEN**	2.2
	13.0	1.6 **TANFORAN**	0.6
	13.6 11.0	0.6 **SAN BRUNO**	0.0
		(9.6)	

RULE S-72. Exceptions:
No. 192 superior to No. 129.
No. 170 superior to No. 185.
No. 132 superior to No. 193.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
129-132-170	Road Crossing 1.4 mile west of Azule	Any Station	Any Station	Daily
129-132-170	Alta Mesa	Any Station	Any Station	Daily
129-132-170	Neal	Any Station	Any Station	Daily

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Los Gatos Branch		
Vasona	52.9	6
Los Altos Branch		
Neal	33.0	..
Alta Mesa	34.0	..
Permanente (On spur 2.42 miles from Simla)	42.1	..

GILROY SUBDIVISION

EASTWARD

Capacity of sidings in car lengths		76 Lark	374 C. M. E.	70 Coaster	78 Del Monte	96 Noon Daylight	72 Passenger	98 Morning Daylight	Mile Post Location		Timetable No. 154 June 2, 1946 STATIONS		Distance from San Jose
		FIRST CLASS											
		Leave Daily	Leave Daily Ex. Sat., Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
San Jose yard	BKWOITYP (Interlocking)	PM 10.12	PM 9.35	PM 8.15	PM 5.06	PM 1.08	AM 9.45	AM 9.12	46.9	TO-R	**SAN JOSE**		0.0
	I (Interlocking)								49.1		2.2 **WPRR Crossing**		2.2
	P (Interlocking)	10.19	9.42	8.22	5.12		9.52		51.4 55.3		2.3 **LICK**	D.T.	4.5
M94	WP	10.28	9.51	8.31	5.20	1.20	10.00	9.26	63.1	TO	7.8 **COYOTE**		12.3
129	P	10.33		8.38					66.3		3.2 **PERRY**		15.5
	P								69.2		2.9 **MADRONE**		18.4
125	P	10.38	10.01	8.48	5.28	1.28	s10.11	9.34	70.8	TO	1.6 **MORGANHILL**		20.0
130	P	10.42							74.6		3.8 **SAN MARTIN**		23.8
129	P	10.45							77.0		2.4 **RUCKER**		26.2
Yard Limits M98	WTP	10.49	10.13	s 9.01	s 5.40	1.38	s10.25	9.44	80.7	TO-R	3.7 **GILROY**	D.T.	29.9
	P								83.2		2.5 **CARNADERO**		32.4
128	WP	10.56	10.23	9.07	5.47	1.44	10.34	9.50	87.1		3.9 **SARGENT**		36.3
127	P	11.04							91.9		4.8 **CHITTENDEN**		41.1
	P	11.07	10.34	9.18	5.58	1.55	10.45	10.01	93.2		1.3 **LOGAN**	D.T.	42.4
	P						f		94.6		1.4 **AROMAS**		43.8
Watsonville Jct. yard	BKP								98.6	TO-R	4.0 **PAJARO**		47.8
	BKWOTYP	s 11.17 PM	s 10.46 PM	s 9.28 PM	s 6.08 PM	s 2.04 PM	s11.00 AM	10.10 AM	100.4	TO-R	1.8 **WATSONVILLE JCT.**		49.6
		Arrive Daily	Arrive Daily Ex. Sat., Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(49.6)		
		(1.05) 45.79	(1.11) 41.92	(1.13) 40.76	(1.02) 48.00	(0.56) 53.14	(1.15) 39.68	(0.58) 51.31			........Time over District........ ....Average Speed per Hour........		

Automatic Block System

RULE 5. Schedule time and train-order time apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan, except that of eastward trains at Gilroy will apply at train-order signal.

RULE S-72. Exception: No. 98 is superior to Nos. 71, 69, 75, 373 and 77.

RULES 86 and 93. Third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
72	Any Station........	Los Angeles........	....	Daily

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location	Timetable No. 154 June 2, 1946 Lick Branch STATIONS	WEST-WARD ↑ Distance from Alamitos
San Jose yard	P	51.4 55.3	**LICK**	3.6
10		58.9	3.6 **ALAMITOS**	0.0
			(3.6)	

S and SE class engines only, permitted to operate on Lick Branch.

Timetable No. 154
June 2, 1946

WESTWARD

FIRST CLASS

		STATIONS		Distance from Watsonville Jct.	373 C. M. W.	69 Coaster	75 Lark	77 Del Monte	99 Morning Daylight	71 Passenger	97 Noon Daylight
					Arrive Daily Ex. Sun., Mon	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Automatic Block System	TO-R	**SAN JOSE** 2.2		49.6	AM s 6.50	AM s 6.58	AM s 7.25	AM s 9.40	PM s 4.58	PM s 7.55	PM s 8.56
		WPRR Crossing 2.3		47.4							
		LICK 7.8	D. T.	45.1	6.37	6.50	7.17	9.32	4.51	7.45	8.49
	TO	**COYOTE** 3.2		37.3	6.29	6.42	7.09	9.24	4.43	7.37	8.41
		PERRY 2.9		34.1	6.25	6.38	7.06		4.40	7.33	**8.38**
		MADRONE 1.6		31.2							
	TO	**MORGANHILL** 3.8		29.6	6.20	6.33	7.01	**9.16**	4.36	s 7.28	8.34
		SAN MARTIN 2.4		25.8	6.15	6.29	6.57			7.22	
		RUCKER 3.7		23.4	6.12	6.26	6.54			7.19	
	TO-R	**GILROY** 2.5	D.T.	19.7	6.07	s 6.22	6.50	s 9.06	4.25	s 7.15	8.24
		CARNADERO 3.9		17.2							
		SARGENT 4.8		13.3	5.57	6.12	6.42	8.59	4.19	**7.02**	8.17
		CHITTENDEN 1.3		8.5	5.49	6.04	6.34			6.54	
		LOGAN 1.4	D.T.	7.2	5.46	6.01	6.31	8.48	4.08	6.51	8.06
		AROMAS 4.0		5.8						f	
	TO-R	**PAJARO** 1.8		1.8							
	TO-R	**WATSONVILLE JCT.**		0.0	5.35 AM	5.50 AM	6.20 AM	8.38 AM	4.00 PM	6.40 PM	7.58 PM
		(49.6)			Leave Daily Ex. Sun., Mon	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Time over District Average Speed per Hour			(1.15) 39.68	(1.08) 43.76	(1.05) 45.79	(1.02) 48.00	(0.58) 51.31	(1.15) 39.68	(0.58) 51.31

RULE 5. Schedule time and train-order time apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan, except that of eastward trains at Gilroy will apply at train-order signal.

RULE S-72. Exception: No. 98 is superior to Nos. 71, 69, 75, 373 and 77.

RULES 86 and 93. Third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
71	Any Station........	....	Los Angeles.........	Daily

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Edenvale.........(Spur)	57.4	20 P
Lonoke.........(Spur)	79.1	7
Miller.........(Spur)	84.4	18
Eaton.........(Spur)	97.1	13 P
Hollister Branch		
Hudner.........(Spur)	90.3	10

Timetable No. 154
June 2, 1946

Hollister Branch

Capacity of sidings in car lengths		Mile Post Location	EAST-WARD ↓	STATIONS	WEST-WARD ↑	Distance from Hollister
	P	83.2		**CARNADERO** 11.7		11.7
16	WP	94.9		**HOLLISTER**		0.0
				(11.7)		

EASTWARD

Capacity of sidings in car lengths	THIRD CLASS 772 Freight Leave Daily	770 Freight Leave Daily	768 Freight Leave Daily	766 Freight Leave Daily	Mile Post Location		Timetable No. 154 June 2, 1946 STATIONS		Distance from San Jose
San Jose yd. BKWOITYP (Interlocking)	PM 5.10	PM 1.45	AM 7.45	AM 12.01	46.9	Automatic Block System	TO-R **SAN JOSE**		0.0
I					49.1		2.2 **WPRR Crossing**		2.2
P	5.20	2.00	8.00	12.15	51.4 55.3		2.3 **LICK**	D. T.	4.5
M 94 WP	5.45	2.25	8.30	12.35	63.1		TO 7.8 **COYOTE**		12.3
129 P	5.53	2.33	8.38	12.43	66.3		3.2 **PERRY**		15.5
P					69.2		2.9 **MADRONE**		18.4
125 P	6.13	2.53	9.05 9.35	1.03	70.8		TO 1.6 **MORGANHILL**		20.0
130 P	6.19	2.59	9.42	1.09	74.6		3.8 **SAN MARTIN**		23.8
129 P	6.24	3.05	9.46	1.14	77.0		2.4 **RUCKER**		26.2
Yard Limits M 98 WTP	6.30	3.11	9.52	**1.21**	80.7		TO-R 3.7 **GILROY**	D.T.	29.9
P					83.2		2.5 **CARNADERO**		32.4
128 WP	**7.02**	3.21	10.02	1.30	87.1		3.9 **SARGENT**		36.3
127 P	7.13	3.30	10.13	1.45	91.9		4.8 **CHITTENDEN**		41.1
P	7.16	3.34	10.16	1.50	93.2		1.3 **LOGAN**	D. T.	42.4
P					94.6		1.4 **AROMAS**		43.8
Watsonville Jct. yard BKP					98.6		TO-R 4.0 **PAJARO**		47.8
BKWOTYP	7.30 PM	3.50 PM	10.30 AM	2.05 AM	100.4		TO-R 1.8 **WATSONVILLE JCT.**		49.6
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(49.6)		
	(2.20) 21.26	(2.05) 23.81	(2.45) 18.04	(2.04) 24.00			..........Time over District.......... ....Average Speed per Hour.......		

EASTWARD

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 774 Freight Leave Daily Ex. Sunday	Mile Post Location		Timetable No. 154 June 2, 1946 Santa Cruz Branch STATIONS	Distance from Olympia	THIRD CLASS 773 Freight Arrive Daily Ex. Sunday
Watsonville Jct. yard BKWOTYP	AM 8.30	100.4 100.5		TO-R **WATSONVILLE JCT.**	28.9	PM 5.00
		102.0		1.5 **WATSONVILLE**	27.4	
33 P		104.0		2.0 **NUGA**	25.4	
12 P		107.3		3.3 **ELLICOTT**	22.1	
9 P	9.05	112.8		5.5 **APTOS**	16.6	4.20
15 Spur P		115.9		3.1 **CAPITOLA**	13.5	
Yd. Lmts. BKWOTYP	9.45 AM	120.6	A.B.S.	TO-R 4.7 **SANTA CRUZ**	8.8	3.45 PM
16		121.8		1.2 **EBLIS**	7.6	
23 P		124.4		2.6 **RINCON**	5.0	
Yard Limits 31 WP		127.4		TO 3.0 **FELTON**	2.0	
13 P		129.4		2.0 **OLYMPIA**	0.0	
	Arrive Daily Ex. Sunday			(28.9)		Leave Daily Ex. Sunday
	(1.15) 16.08			..........Time over District.......... ....Average Speed per Hour.......		(1.15) 16.08

RULE 5. Schedule time and train-order time apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan, except that of eastward trains at Gilroy will apply at train-order signal.

RULES 86 and 93. Third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than ten minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Santa Cruz Branch		
Cristo........(Spur)	109.0	3
New Brighton........	114.7	..
Cliffside........(Spur)	118.1	6
Twin Lakes........	118.9	..
Seabright........(Spur)	119.4	5
Casino........	120.1	..
Park St........	121.4	..
Big Trees........	126.5	..
Mt. Hermon........	127.7	..

WESTWARD

THIRD CLASS

Timetable No. 154

June 2, 1946

Distance from San Jose	Mile Post Location		STATIONS		Distance from Watsonville Jct.	761 Freight Arrive Daily	763 Freight Arrive Daily	765 Freight Arrive Daily	767 Freight Arrive Daily
0.0	46.9	TO-R	**SAN JOSE** 2.2	Automatic Block System	49.6	AM 2.30	AM 8.30	PM 2.50	PM 7.45
2.2	49.1		**WPRR Crossing** 2.3		47.4				
4.5	51.4 55.3		**LICK** 7.8	D.T.	45.1	2.19	8.19	2.35	7.34
12.3	63.1	TO	**COYOTE** 3.2		37.3	2.09	8.07	2.23	7.22
15.5	66.3		**PERRY** 2.9		34.1	2.00	8.01	2.17	7.16
18.4	69.2		**MADRONE** 1.6		31.2				
20.0	70.8	TO	**MORGANHILL** 3.8		29.6	1.51	7.52	2.08	7.07
23.8	74.6		**SAN MARTIN** 2.4		25.8	1.41	7.42	1.58	6.57
26.2	77.0		**RUCKER** 3.7		23.4	1.31	7.34	1.50	6.49
29.9	80.7	TO-R	**GILROY** 2.5	D.T.	19.7	1.21	7.24	1.40	6.39
32.4	83.2		**CARNADERO** 3.9		17.2				
36.3	87.1		**SARGENT** 4.8		13.3	12.56	7.10	1.20	6.25
41.1	91.9		**CHITTENDEN** 1.3		8.5	12.40	6.55	1.05	6.10
42.4	93.2		**LOGAN** 1.4	D.T.	7.2	12.35	6.50	1.00	6.05
43.9	94.6		**AROMAS** 4.8		5.8				
47.5	99.4	TO-R	**PAJARO** 1.0		1.0				
49.6	100.4	TO-R	**WATSONVILLE JCT.**		0.0	12.10 AM	6.30 AM	12.35 PM	5.45 PM
			(49.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
			............Time over District............ ....Average Speed per Hour........			(2.20) 21.26	(2.00) 24.80	(2.15) 22.04	(2.00) 24.80

EASTWARD

Timetable No. 154

June 2, 1946

Davenport Branch

Capacity of sidings in car lengths		SECOND CLASS 774 Freight Leave Daily Ex. Sunday	Mile Post Location		STATIONS	Distance from Davenport	WESTWARD THIRD CLASS 773 Freight Arrive Daily Ex. Sunday
	BKWOTYP	AM 11.00	120.6 79.2	TO-R	**SANTA CRUZ** 1.9	11.5	PM 2.45
44			81.1		**ORBY** 4.8	9.6	
33			85.9		**GORDOLA** 4.8	4.8	
	WYP	12.01 PM	90.7	R	**DAVENPORT**	0.0	1.45 PM
		Arrive Daily Ex. Sunday			(11.5)		Leave Daily Ex. Sunday
		(1.01) 11.31			............Time over District............ ....Average Speed per Hour........		(1.00) 11.50

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Davenport Branch		
Wilder..........(Spur)	83.4	2
Majors..................	86.7	

RULE 5. Schedule time and train-order time apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan, except that of eastward trains at Gilroy will apply at train-order signal.

RULES 86 and 93. Third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

SALINAS SUBDIVISION

EASTWARD

Capacity of sidings in car lengths				FIRST CLASS 76 Lark	 374 C. M. E.	 70 Coaster	 78 Del Monte	 96 Noon Daylight	 72 Passenger	 98 Morning Daylight	Mile Post Location		Timetable No. 154 June 2, 1946 STATIONS	Distance from Watsonville Jct.
				Leave Daily	Leave Daily Ex. Sat., Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Watsonville Jct. yard	BKWOTYP			PM 11.25	PM 11.02	PM 9.35	PM 6.10	PM 2.05	AM 11.15	AM 10.10	100.4	Automatic Block System	TO-R **WATSONVILLE JCT.**	0.0
110	P			11.33	11.10	9.43	**6.17**		11.23	10.18	105.8		5.4 **ELKHORN**	5.4
Yard Limits 132	WYP			11.39	11.16	9.49	s 6.23 PM	2.18	s 11.31	10.23	110.4		4.6 TO-R **CASTROVILLE**	10.0
Yard Limits 112	P			11.43	11.20	9.54					113.9		3.5 **COOPER**	13.5
228	BKWOTP			s 11.55	11.26	s 10.05		s 2.30	AM s 11.59	s 10.35	118.2		4.3 TO-R **SALINAS**	17.8
93	YP			PM 11.59	11.29	10.08		2.33	PM 12.03	10.38	120.3		2.1 **SPRECKELS JCT.**	19.9
44	P				11.34						125.3		5.0 **SPENCE**	24.9
101	WP			AM 12.09	11.39	10.18		2.40	s 12.17	10.46	129.1		3.8 **CHUALAR**	28.7
44	P										131.9		2.8 **PENVIR**	31.5
119	P			12.15	11.46	10.24		2.45	s 12.24	10.51	135.1		3.2 TO **GONZALES**	34.7
43	P			12.21		10.30					140.6		5.5 **CAMPHORA**	40.2
Yard Limits 156	KWP			12.24	PM 11.56	10.34		2.52	s 12.40	10.58	143.6		3.0 TO-R **SOLEDAD**	43.2
102	P			12.29	AM 12.01	10.39		**3.03**	12.45		148.3		4.7 **HARLEM**	47.9
43	P								f 12.50	11.08	152.3		4.0 **METZ**	51.9
76	P			**12.41**	12.14	10.51		3.15	12.57	11.14	158.9		6.6 **COBURN**	58.5
	YP										161.0		2.1 **ELSA**	60.6
Yard Limits 112	KWP			12.46 AM	**12.20** AM	s 10.56 PM		3.19 PM	s 1.02 PM	11.20 AM	163.7		2.7 TO-R **KING CITY**	63.3
				Arrive Daily	Arrive Daily Ex. Sun., Mon	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(63.3)	
				(1.21) 46.89	(1.18) 48.69	(1.21) 48.69	(0.13) 46.15	(1.14) 51.32	(1.47) 35.50	(1.10) 54.26			..........Time over District.......... ....Average Speed per Hour.......	

RULE 5. At Salinas schedule time and train-order time apply Eastward at crossover west of Signal 1185. At Gonzales Eastward at crossover at station.

RULE S-72. Exception: No. 98 is superior to Nos. 71, 69, 75, 373 and 77.

RULES 86 and 93. Third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
72	Any Station.........	Los Angeles..		Daily

WESTWARD

Timetable No. 154

June 2, 1946

Distance from Watsonville Jct.	Mile Post Location		STATIONS	Distance from King City	FIRST CLASS						
					373 C. M. W.	**69** Coaster	**75** Lark	**77** Del Monte	**99** Morning Daylight	**71** Passenger	**97** Noon Daylight
					Arrive Daily Ex.Sun.,Mon	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
0.0	100.4	TO-R	**WATSONVILLE JCT.** 5.4	63.3	AM s 5.25	AM s 5.40	AM s 6.08	AM s 8.36	PM 4.00	PM s 6.26	PM s 7.57
5.4	105.8		**ELKHORN** 4.6	57.9	5.13	5.31	5.59	8.27	3.52	**6.17**	7.49
10.0	110.4	TO-R	**CASTROVILLE** 3.5	53.3	5.06	5.25	5.53	8.21 AM	3.46	s 6.06	7.44
13.5	113.9		**COOPER** 4.3	49.8	5.01	5.20	5.47			6.00	
17.8	118.2	TO-R	**SALINAS** 2.1	45.5	4.56	s 5.15	s 5.42		s 3.37	s 5.55	s 7.35
19.9	120.3		**SPRECKELS JCT.** 5.0	43.4	4.46	5.02	5.35		3.28	5.29	7.27
24.9	125.3		**SPENCE** 3.8	38.4	4.41				3.24	5.24	7.23
28.7	129.1		**CHUALAR** 2.8	34.6	4.37	4.53	5.26		3.20	s **5.20**	7.19
31.5	131.9		**PENVIR** 3.2	31.8							
34.7	135.1	TO	**GONZALES** 5.5	28.6	4.31	4.47	5.20		3.15	s 5.11	7.14
40.2	140.6		**CAMPHORA** 3.0	23.1							
43.2	143.6	TO-R	**SOLEDAD** 4.7	20.1	4.22	4.39	5.12		3.07	s 5.01	7.07
47.9	148.3		**HARLEM** 4.0	15.4	4.17	4.34	5.07		**3.03**	4.52	7.03
51.9	152.3		**METZ** 6.6	11.4			5.02			f 4.47	
58.5	158.9		**COBURN** 2.1	4.8	4.05	4.22	4.55		2.52	4.40	6.52
60.6	161.0		**ELSA** 2.7	2.7							
63.3	163.7	TO-R	**KING CITY**	0.0	4.00 AM	4.16 AM	4.50 AM		2.48 PM	4.35 PM	6.48 PM
			(63.3)		Leave Daily Ex.Sun.,Mon	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			........Time over District.......... ....Average Speed per Hour.......		(1.25) 44.68	(1.24) 45.21	(1.18) 48.69	(0.15) 40.00	(1.12) 52.75	(1.51) 34.22	(1.09) 55.04

Automatic Block System: Watsonville Jct. to King City.

RULE 5. At Salinas schedule time and train-order time apply Eastward at crossover west of Signal 1185. At Gonzales Eastward at crossover at station.

RULE S-72. Exception: No. 98 is superior to Nos. 71, 69, 75, 373 and 77.

RULES 86 and 93. Third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
71	Any Station........	....	Los Angeles........	Daily

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Graves..........	115.6	28
Molus.......... (Spur)	138.8	26

EASTWARD

Capacity of sidings in car lengths	THIRD CLASS 770 Freight Leave Daily	 768 Freight Leave Daily	 764 Freight Leave Daily Ex. Sunday	 762 Freight Leave Daily Ex. Sunday	 766 Freight Leave Daily	Mile Post Location		Timetable No. 154 June 2, 1946 STATIONS	Distance from Watsonville Jct.
Watsonville Jct. yard BKWOTYP	PM 11.40	PM 4.10	AM 6.40	AM 6.30	AM 6.15	100.4	Automatic Block System TO-R	**WATSONVILLE JCT.**	0.0
110 P	PM 11.53	4.23	6.53	6.43	6.28	105.8		5.4 **ELKHORN**	5.4
Yard Limits 132 WYP	AM 12.03	4.33	7.03 AM	6.53	6.38	110.4	TO-R	4.6 **CASTROVILLE**	10.0
Yard Limits 112 P		**4.43**				113.9		3.5 **COOPER**	13.5
228 BKWOTP	12.15	4.51		7.10 AM	6.50	118.2	TO-R	4.3 **SALINAS**	17.8
93 YP	12.20	4.56			6.55	120.3		2.1 **SPRECKELS JCT.**	19.9
44 P	12.28				7.03	125.3		5.0 **SPENCE**	24.9
101 WP	12.36	**5.20**			7.11	129.1		3.8 **CHUALAR**	28.7
44 P						131.9		2.8 **PENVIR**	31.5
119 P	12.45	5.32			7.20	135.1	TO	3.2 **GONZALES**	34.7
43 P	12.55				7.30	140.6		5.5 **CAMPHORA**	40.2
Yard Limits 156 KWP	**1.09**	5.45			7.36	143.6	TO-R	3.0 **SOLEDAD**	43.2
102 P	1.20	5.53			7.44	148.3		4.7 **HARLEM**	47.9
43 P						152.3		4.0 **METZ**	51.9
76 P	1.38	6.10			8.02	158.9		6.6 **COBURN**	58.5
YP						161.0		2.1 **ELSA**	60.6
Yard Limits 112 KWP	1.48 AM	6.20 PM			**8.10** AM	163.7	TO-R	2.7 **KING CITY**	63.3
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily			(63.3)	
	(2.08) 29.67	(2.10) 29.22	(0.23) 26.09	(0.40) 26.70	(1.55) 33.03			……Time over District…… ……Average Speed per Hour……	

RULE 5. At Salinas schedule time and train-order time apply eastward at crossover west of Signal 1185. At Gonzales eastward at crossover at station. At Del Monte westward at crossover just west of station; eastward at crossover just east of station. At Monterey westward at first crossover just west of scale house; eastward at east end of siding.

RULES 86 and 93. Third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than ten minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

RULE S-72. Exception: No. 764 is superior to No. 769.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Monterey Branch		
Lapis . . . . (Spur)	114.8	115
Bardin	115.4	..
Marina	117.3	13
Prattco . . . . (Spur)	122.1	13
Retreat . . . . (Spur)	124.3	13
Asilomar . . . . (Spur)	129.9	27

Capacity of sidings in car lengths	EASTWARD THIRD CLASS 764 Freight Leave Daily Ex. Sunday	 FIRST CLASS 78 Del Monte Leave Daily	Mile Post Location		Timetable No. 154 June 2, 1946 Monterey Branch STATIONS	Distance from Lake Majella	WESTWARD FIRST CLASS 77 Del Monte Arrive Daily	 THIRD CLASS 769 Freight Arrive Daily Ex. Sunday
Yard Limits 132 WYP	AM 7.10	PM 6.24	110.4	TO-R	**CASTROVILLE**	19.6	AM s 8.21	PM 3.30
77 P	7.12		111.5		1.1 **GAY**	18.5		3.25
	7.15		112.4		0.9 **NASHUA**	17.6		3.20
P	7.21		113.9		1.5 **NEPONSET**	16.1		3.05
101 P	**8.01**	f 6.40	119.2		5.3 **ORD**	10.8	f **8.01**	
13 P			119.7		0.5 **GIGLING**	10.3		2.45
12			120.4		0.7 **WORKFIELD**	9.6		
Yard Limits 9			123.3		2.9 **SEASIDE**	6.7		
P		s 6.54	124.9		1.6 **DEL MONTE**	5.1	s 7.52	
117 P	8.30	s 6.57	125.7	TO	0.8 **MONTEREY**	4.3	s 7.50	2.00 PM
Yard Limits KWTP	8.45 AM	s 7.05 PM	128.3	TO-R	2.6 **PACIFIC GROVE**	1.7	7.40 AM	11.30 AM
			130.0		1.7 **LAKE MAJELLA**	0.0		
	Arrive Daily Ex. Sunday	Arrive Daily			(19.6)		Leave Daily	Leave Daily Ex. Sunday
	(1.35) 11.30	(0.41) 28.68			……Time over District…… ……Average Speed per Hour……		(0.41) 28.68	(4.00) 4.47

Nos. 77 and 78 stop on flag at Marina to receive or discharge passengers.

WESTWARD

Timetable No. 154

June 2, 1946

Distance from Watsonville Jct.	Mile Post Location		STATIONS	Distance from King City	767 Freight Arrive Daily	763 Freight Arrive Daily	765 Freight Arrive Daily
					THIRD CLASS		
0.0	100.4	TO-R	**WATSONVILLE JCT.**	63.3	AM 2.30	AM 10.00	PM 5.15
			5.4				
5.4	105.8		**ELKHORN**	57.9	2.17	9.48	5.00
			4.6				
10.0	110.4	TO-R	**CASTROVILLE**	53.3	2.07	9.38	4.50
			3.5				
13.5	113.9		**COOPER**	49.8	2.00	9.31	4.43
			4.3				
17.8	118.2	TO-R	**SALINAS**	45.5	1.53	9.24	4.35
			2.1				
19.9	120.3		**SPRECKELS JCT.**	43.4	1.46	9.18	4.30
			5.0				
24.9	125.3		**SPENCE**	38.4	1.36	9.10	4.22
			3.8				
28.7	129.1		**CHUALAR**	34.6	1.31	9.05	4.16
			2.8				
31.5	131.9		**PENVIR**	31.8			
			3.2				
34.7	135.1	TO	**GONZALES**	28.6	1.21	8.56	4.07
			5.5				
40.2	140.6		**CAMPHORA**	23.1			
			3.0				
43.2	143.6	TO-R	**SOLEDAD**	20.1	**1.09**	8.44	3.55
			4.7				
47.9	148.3		**HARLEM**	15.4	12.59	8.36	3.47
			4.0				
51.9	152.3		**METZ**	11.4	12.51	8.28	3.39
			6.6				
58.5	158.9		**COBURN**	4.8	**12.41**	8.18	3.29
			2.1				
60.6	161.0		**ELSA**	2.7			
			2.7				
63.3	163.7	TO-R	**KING CITY**	0.0	**12.20** AM	**8.10** AM	3.20 PM
			(63.3)		Leave Daily	Leave Daily	Leave Daily
			Time over District		(2.10)	(1.50)	(1.55)
			Average Speed per Hour		29.22	34.53	33.03

Automatic Block System (Watsonville Jct. to King City)

RULE 5. At Salinas schedule time and train-order time apply Eastward at crossover west of Signal 1185. At Gonzales Eastward at crossover at station.

RULES 86 and 93. Third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

EAST-WARD ↓ WEST-WARD ↑

Timetable No. 154

June 2, 1946

Spreckels Branch

Capacity of sidings in car lengths		Mile Post Location	STATIONS	Distance from Spreckels
Yd. Lmts. 93	YP	120.3	**SPRECKELS JCT.**	2.5
			2.5	
		122.8	**SPRECKELS**	0.0
			(2.5)	

SANTA MARGARITA SUBDIVISION

EASTWARD

Capacity of sidings in car lengths	THIRD CLASS			FIRST CLASS						Mile Post Location	Timetable No. 154 June 2, 1946	Distance from King City
	768	766	770	70	96	72	98	76	374			
	Freight	Freight	Freight	Coaster	Noon Daylight	Passenger	Morning Daylight	Lark	C. M. E.			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun., Mon		STATIONS	
Yard Limits 112 KWP	PM 6.50	AM 8.10	AM 1.55	PM 10.57	PM 3.19	PM 1.06	AM 11.20	AM 12.46	AM 12.20	163.7	TO-R **KING CITY**	0.0
75 P	6.55	8.15	2.00					12.51		167.1	3.4 **WELBY**	3.4
105 P	7.05	8.25	2.10	11.07	3.27	s 1.16	11.29	12.57	12.29	172.4	5.3 TO **SAN LUCAS**	8.7
44 P								1.03		177.7	5.3 **DOCAS**	14.0
122 WOP	7.20	8.40	2.25	**11.17**		s 1.29	11.38	1.08	12.40	182.9	5.2 TO **SAN ARDO**	19.2
44 P										186.4	3.5 **GETTY**	22.7
107 P	7.33	8.54	2.39	11.24		1.36	11.44	1.15	12.48	189.7	3.3 **WUNPOST**	26.0
109 P	7.45	9.06	2.51	11.33	**3.49**	s **1.46**	AM 11.52	1.24	12.56	195.9	6.2 TO **BRADLEY**	32.2
68 P	7.54	9.15	3.00					1.30		201.4	5.5 **NACIMIENTO**	37.7
				f		f				202.8	1.4 **CAMP ROBERTS**	39.1
106 P	7.59	9.20	**3.10** **3.26**	11.41	3.57	**2.08**	NOON 12.00	1.33	1.04	203.8	1.0 **McKAY**	40.1
37 KWP	8.06	9.28	3.35	11.46		s 2.15			1.08	207.0	3.2 TO **SAN MIGUEL**	43.3
101 P	8.14	9.36	**3.56**	PM 11.51	4.04	2.20	PM 12.07	1.41	1.13	210.9	3.9 **WELLSONA**	47.2
58 P	8.21	9.43	4.10	AM s 12.01		s 2.32		1.47	1.19	216.3	5.4 TO **PASO ROBLES**	52.6
100 P	8.30	9.54	4.21	12.08	4.16	s 2.40	12.19	1.54	1.25	221.8	5.5 **TEMPLETON**	58.1
32 P						**2.48**				224.9	3.1 **ASUNCION**	61.2
P	8.37	10.01	4.28	12.13		s 2.51			1.30	226.7	1.8 TO **ATASCADERO**	63.0
118 P						2.53	12.26	2.02		228.0	1.3 **HENRY**	64.3
68 P	8.45	10.09	4.36	12.18				2.05	1.35	230.3	2.3 **EAGLET**	66.6
125 P	8.53	10.17	4.44	12.21		3.01		2.09	1.38	233.4	3.1 **CUSHING**	69.7
W-130 Yard Limits E-119 BKWYP	**9.15**	10.30	5.05	s 12.31	4.32	s 3.10	**12.36**	2.16	1.52	235.5	2.1 TO-R **SANTA MARGARITA**	71.8
131 P										238.9	3.4 **CUESTA**	75.2
175 WP										243.4	4.5 **SERRANO**	79.7
105 P										246.3	2.9 **CHORRO**	82.6
40 YP										248.0	1.7 **GOLDTREE**	84.3
103 P										250.6	2.6 **HATHAWAY**	86.9
S. L. Obispo yard BKWOTYP	10.30 PM	11.50 AM	6.30 AM	s 1.20 AM	s 5.11 PM	s 3.55 PM	s 1.17 PM	s 3.02 AM	s 2.38 AM	252.1	1.5 TO-R **SAN LUIS OBISPO**	88.4
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun., Mon		(88.4)	
	(3.40) 24.11	(3.40) 24.11	(4.35) 19.29	(2.23) 37.09	(1.52) 47.36	(2.49) 31.38	(1.57) 45.33	(2.16) 39.00	(2.18) 38.43		........Time over District........ ....Average Speed per Hour........	

Automatic Block System (King City to Santa Margarita)

Centralized Traffic Control (Santa Margarita to San Luis Obispo)

Rule 5. Schedule time and train-order time apply at San Miguel westward at crossover west of station building.

RULES 86 and 93. Third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

RULE S-72. Exception: No. 98 is superior to Nos. 71, 69, 75, 373 and 99.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
72	Any Station......	Los Angeles..............	....	Daily
72	Serrano............	....	Men and supplies....	Mon., Wed., Fri.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Thyle..........(Spur)	240.0	8

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Lompoc Branch		
Garus..........(Spur)	308.1	14
La Salle........(Spur)	308.3	22

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Guadalupe Subdivision		
Edna..........(Spur)	257.9	5 P
Tiber..........(Spur)	260.0	18
Pismo..........(Spur)	262.8	5
San Augustine...(Spur)	331.0	19
Drake..........(Spur)	334.2	14 P
Coromar........(Spur)	360.2	6

WESTWARD

Timetable No. 154

June 2, 1946

Mile Post Location		STATIONS	Distance from San Luis Obispo	FIRST CLASS 373 C. M. W.	69 Coaster	75 Lark	99 Morning Daylight	71 Passenger	97 Noon Daylight		THIRD CLASS 763 Freight	765 Freight	767 Freight	
				Arrive Daily Ex. Sun., Mon	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	
163.7	Automatic Block System	TO-R **KING CITY** 3.4	88.4	AM 4.00	AM s 4.15	AM 4.50	PM 2.48	PM s 4.30	PM 6.48		AM 8.00	PM 3.05	PM 11.59	
167.1		**WELBY** 5.3	85.0			4.46					7.50		11.50	
172.4		TO **SAN LUCAS** 5.3	79.7	3.51	4.05	4.40	2.40	s 4.20	6.40		7.40	2.50	11.40	
177.7		**DOCAS** 5.2	74.4											
182.9		TO **SAN ARDO** 3.5	69.2	3.39	3.53	4.29	**2.31**	s 4.08	6.31		7.25	**2.31**	**11.17**	
186.4		**GETTY** 3.3	65.7											
189.7		**WUNPOST** 6.2	62.4	3.32	3.45	4.22	2.24	3.59	6.24		7.10		10.35	
195.9		TO **BRADLEY** 5.5	56.2	3.24	3.37	4.14	2.17	s **3.49**	6.17		7.00	**1.46**	10.25	
201.4		**NACIMIENTO** 1.4	50.7	3.18	3.29	4.08					6.50		10.15	
202.8		**CAMP ROBERTS** 1.0	49.3		f			f						
203.8		**McKAY** 3.2	48.3	**3.15**	**3.26**	4.05	**2.08**	3.22	6.08		6.45	1.29	10.10	
207.0		TO **SAN MIGUEL** 3.9	45.1	3.11	3.22	4.01		s 3.15			6.40	1.24	10.05	
210.9		**WELLSONA** 5.4	41.2	3.06	3.17	**3.56**	2.01	3.11	6.01		6.34	1.18	9.59	
216.3		TO **PASO ROBLES** 5.5	35.8	2.59	s 3.11	3.50		s 3.05			6.26	1.09	9.51	
221.8		**TEMPLETON** 3.1	30.3	2.52	3.03	3.43	1.50	s 2.53	5.49		6.18	1.00	9.43	
224.9		**ASUNCION** 1.8	27.2					**2.48**						
226.7		TO **ATASCADERO** 1.3	25.4	2.46				s 2.45			6.08		9.33	
228.0		**HENRY** 2.3	24.1				1.43		5.42					
230.3		**EAGLET** 3.1	21.8	2.42	2.53	3.33		2.39			6.00	12.45	9.25	
233.4		**CUSHING** 2.1	18.7	2.38	2.49	3.29	1.37	2.35	5.36		5.55	12.40	9.20	
235.5	Centralized Traffic Control	TO-R **SANTA MARGARITA** 3.4	16.6	2.35	s 2.46	3.26	1.34	s 2.32	5.33		5.50	**12.36** PM	**9.15**	
238.9		**CUESTA** 4.5	13.2	2.25	2.32	3.12	1.25	2.21	5.24					
243.4		**SERRANO** 2.9	8.7											
246.3		**CHORRO** 1.7	5.8											
248.0		**GOLDTREE** 2.6	4.1											
250.6		**HATHAWAY** 1.5	1.5											
252.1		TO-R **SAN LUIS OBISPO**	0.0	1.50 AM	2.00 AM	2.40 AM	12.53 PM	1.50 PM	4.52 PM		4.20 AM	11.00 AM	7.55 PM	
		(88.4)		Leave Daily Ex.Sun.,Mon	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	
		..............Time over District.............. ....Average Speed per Hour........		(2.10) 40.80	(2.15) 39.29	(2.10) 40.80	(1.55) 46.12	(2.40) 33.15	(1.56) 45.72		(3.40) 24.11	(4.05) 21.65	(4.04) 21.73	

RULE 5. Schedule time and train-order time apply at San Miguel westward at crossover west of station building.

RULE S-72. Exception: No. 98 is superior to Nos. 71, 69, 75, 373 and 99.

RULES 86 and 93. Third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
71	Any Station......	....	Los Angeles.........	Daily
71	Chorro..........	....	Men and supplies....	Mon., Fri.
71	Serrano.........	....	Men and supplies....	Tues., Thurs., Sat.

GUADALUPE SUBDIVISION

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location	Timetable No. 154 June 2, 1946 Lompoc-White Hills Branches STATIONS	WEST-WARD Distance from White Hills
117	Yard Limits WOYP	302.7	TO **SURF** 1.1	14.0
30		303.8	**BARODA** 3.8	12.9
21		307.6	**POST** 2.2	9.1
9		309.8	**ACORN** 2.6	6.9
	Yd.Lmts. BKWTP	312.4	TO-R **LOMPOC** 0.5	4.3
		312.9	**WHITE HILLS JCT.** 3.8	3.8
		316.7	**WHITE HILLS** (14.0) ↑	0.0

GUADALUPE SUBDIVISION

EASTWARD

Timetable No. 154
June 2, 1946

Capacity of sidings in car lengths		THIRD CLASS			FIRST CLASS						Mile Post Location	STATIONS		Distance from San Luis Obispo
		770 Freight	768 Freight	766 Freight	96 Noon Daylight	72 Passenger	98 Morning Daylight	76 Lark	374 C. M. E.	70 Coaster				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun., Mon	Leave Daily				
S. L. Obispo yard	BKWOTYP	PM 7.45	PM 1.35	AM 3.45	PM 5.14	PM 4.10	PM 1.20	AM 3.11	AM 2.50	AM 1.30	252.1	TO-R **SAN LUIS OBISPO**	D.T.	0.0
	P	8.00	1.50	4.00	5.26	**4.35**	1.32	3.23	3.02	1.43	259.1	7.0 **HADLEY**		7.0
125	P	8.10	2.01	4.10	5.34	4.45	1.39	3.31	3.09	1.51	264.2	5.1 **GROVER**		12.1
36	P	8.18	2.04	4.13		s 4.55		3.33	3.12	**2.04**	265.9	1.7 TO **OCEANO**		13.8
98	P	8.26	**2.11**	4.21	5.40	5.01	1.46	3.38	3.17	2.09	269.9	4.0 **CALLENDER**		17.8
42	P	8.31	2.16	4.26		5.04			3.20	2.12	272.4	2.5 **BROMELA**		20.3
108 Yard Limits	BKWP	8.45	2.30	4.40	5.46	s 5.21	**1.52**	3.45	3.26	s 2.35	276.5	4.1 TO-R **GUADALUPE**		24.4
77	P	8.54	2.39	4.49		5.26	1.57	3.50	3.32	2.41	280.7	4.2 **WALDORF**		28.6
46	P	9.05	2.50	5.00					3.37		284.8	4.1 **SCHUMAN**		32.7
87	YP	9.09	2.54	5.04	5.58	5.36	2.04	3.58		2.49	286.5	1.7 **DEVON**		34.4
40	P	9.11	2.56	5.06		s 5.39			3.42		287.5	1.0 TO **CASMALIA**		35.4
74	P	9.16	3.01	5.11		5.42		4.03	3.45	2.55	290.0	2.5 **ANTONIO**		37.9
128	P	9.22	3.07	5.17		5.46	2.11	4.07	3.49	3.00	293.2	3.2 **NARLON**		41.1
75	YP	9.30	3.15	5.25	**6.09**	**6.09**		4.12	3.54	3.05	297.2	4.0 **TANGAIR**		45.1
117 Yard Limits	WOYP	9.45	**3.46**	5.40	6.15	s 6.25	2.21	4.19	4.00	s 3.18	302.7	5.5 TO **SURF**		50.6
137	P	10.00	4.02	5.55	6.20	6.33	2.26	4.26	4.08	3.25	307.9	5.2 **HONDA**		55.8
						f					310.5	2.6 **ARLIGHT**		58.4
	P										312.5	2.0 **ARGUELLO**		60.4
44	P	10.20	4.22	6.15	6.30	6.47	2.36	4.38	4.20	3.37	317.3	4.8 **SUDDEN**		65.2
85	P	**10.27**	4.29	6.22	6.34	6.53	2.40	4.43	4.25	3.42	320.8	3.5 **JALAMA**		68.7
125	P	10.34	4.36	6.29	6.39	f 7.02	2.45	4.50	4.31	3.49	325.3	4.5 TO **CONCEPCION**		73.2
44	P										329.8	4.5 **GATO**		77.7
105	P	10.49	4.51	6.44	6.49	7.13	2.55	5.03	4.44	4.02	334.8	5.0 **SACATE**		82.7
78	WP	**11.00** **11.38**	4.58	**6.51**	6.54	s 7.21	3.00	5.10	4.51	4.09	339.4	4.6 TO **GAVIOTA**		87.3
44	P						**3.03**				342.6	3.2 **LENTO**		90.5
46	P	PM 11.50	5.08	7.01				5.18	4.59		345.7	3.1 **TAJIGUAS**		93.6
102	P	AM **12.11**	5.15	7.08	7.05	7.33	3.13	5.24	5.04	4.23	349.9	4.2 **CAPITAN**		97.8
75	P	12.25	5.25	7.18	7.10	7.40	3.18	5.31	5.10	4.30	355.0	5.1 **NAPLES**		102.9
47	P		5.31	7.24		7.45		5.36	5.14	4.35	358.9	3.9 **ELLWOOD**		106.8
											361.7	2.8 **LA PATERA**		109.6
117	P	12.35	5.39	7.32	7.16	f 7.51	3.25	5.41	5.20	4.40	362.8	1.1 TO **GOLETA**		110.7
39	P				7.20						366.5	3.7 **HOPE RANCH**		114.4
	P	12.45	5.49	7.42		8.00		**5.51**	5.28	4.50	368.5	2.0 **WEST SANTA BARBARA**	D.T.	116.4
Santa Barbara yard	BKWOTP	1.00 AM	6.00 PM	7.55 AM	s 7.30 PM	s 8.10 PM	s 3.37 PM	s 5.58 AM	s 5.35 AM	s 5.00 AM	370.7	2.2 TO-R **SANTA BARBARA**		118.6
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun., Mon	Arrive Daily		(118.6)		
		(5.15) 22.53	(4.25) 26.85	(4.10) 28.46	(2.16) 52.25	(4.00) 29.65	(2.17) 51.94	(2.47) 42.61	(2.45) 43.13	(3.30) 33.89		Time over District Average Speed per Hour		

Automatic Block System

RULES 86 and 93. Third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

No. 72 stop at Pismo daily.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
72	San Augustine..........	Any Station............	Any Station........	Daily
	Drake..................	Any Station............	Any Station........	Daily
72	Any Station..........	Los Angeles............	....	Daily

No. 76 reduce speed at Guadalupe and Surf to 25 MPH to exchange U. S. Mail.

GUADALUPE SUBDIVISION

WESTWARD

Mile Post Location		Timetable No. 154 June 2, 1946		Distance from Santa Barbara	FIRST CLASS						THIRD CLASS				
					71	99	97	373	69	75	763	765	767		
					Passenger	Morning Daylight	Noon Daylight	C. M. W.	Coaster	Lark	Freight	Freight	Freight		
		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun., Mon	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
252.1	Automatic Block System	TO-R **SAN LUIS OBISPO** 7.0	D.T.	118.6	PM s 1.35	PM s 12.50	PM s 4.47	AM s 1.20	AM s 1.50	AM s 2.28	AM 10.15	PM 2.50	AM 1.05		
259.1		**HADLEY** 5.1		111.6	1.23	12.38	**4.35**	1.07	1.36	2.16	10.00	2.35	12.50		
264.2		**GROVER** 1.7		106.5	1.11	12.31	4.28	12.59	1.29	2.07	9.48	2.24	12.38		
265.9		TO **OCEANO** 4.0		104.8	s 1.09			12.57	1.26	**2.04**	9.45	2.21	12.35		
269.9		**CALLENDER** 2.5		100.8	1.01	12.25	4.22	12.52	1.21	1.59	9.36	**2.11**	12.27		
272.4		**BROMELA** 4.1		98.3	12.58			12.49	1.17	1.55	9.30	1.59	12.21		
276.5		TO-R **GUADALUPE** 4.2		94.2	s 12.53	12.19	4.16	12.43	s 1.12	1.50	9.20	**1.52**	12.11		
280.7		**WALDORF** 4.1		90.0	12.36	12.14	4.11	12.37	1.03	1.42	8.58	1.25	12.01 AM		
284.8		**SCHUMAN** 1.7		85.9	12.31			12.31	12.57	1.37	8.49	1.17	11.51 PM		
286.5		**DEVON** 1.0		84.2	12.28	12.07	4.04	12.28	12.54	1.34	8.44	1.14	11.46		
287.5		TO **CASMALIA** 2.5		83.2	s 12.26			12.26			8.42	1.11	11.42		
290.0		**ANTONIO** 3.2		80.7	12.21	12.03 PM	4.00	12.22	12.49	1.29	8.38	1.07	11.38		
293.2		**NARLON** 4.0		77.5	12.17	11.59 AM	3.56	12.19	12.45	1.25	8.32	1.02	11.32		
297.2		**TANGAIR** 5.5		73.5	12.12	11.55	3.52	12.13	12.40	1.20	8.25	12.56	11.25		
302.7		TO **SURF** 5.2		68.0	s 12.05 PM	11.49	**3.46**	12.04 AM	s 12.31	1.11	8.10	12.47	11.10		
307.9		**HONDA** 2.6		62.8	**11.43** AM	**11.43**	3.40	11.57 PM	12.18	1.04	7.53	12.34	10.55		
310.5		**ARLIGHT** 2.0		60.2	f										
312.5		**ARGUELLO** 4.8		58.2											
317.3		**SUDDEN** 3.5		53.4	11.17	11.34		11.45	12.07	12.53	7.35	12.19	10.35		
320.8		**JALAMA** 4.5		49.9	11.12	11.30	3.27	11.40	12.02 AM	12.48	7.27	12.13	**10.27**		
325.3		TO **CONCEPCION** 4.5		45.4	f 11.06	11.25	3.22	11.34	11.56 PM	12.42	7.17	12.05 PM	9.57		
329.8		**GATO** 5.0		40.9											
334.8		**SACATE** 4.6		35.9	10.54	11.15	3.12	11.22	11.44	12.30	7.01	11.50 AM	9.41		
339.4		TO **GAVIOTA** 3.2		31.3	s 10.48	11.10	3.07	**11.17**	**11.38**	12.24	**6.51**	11.42	9.30		
342.6		**LENTO** 3.1		28.1			**3.03**								
345.7		**TAJIGUAS** 4.2		25.0		11.04		11.09	11.30	12.17	6.31	11.32	9.20		
349.9		**CAPITAN** 5.1		20.8	10.31	10.59	2.55	11.04	11.25	**12.11**	6.24	11.25	9.13		
355.0		**NAPLES** 3.9		15.7	10.25	10.54		10.58	11.19	12.06	6.15	11.17	9.04		
358.9		**ELLWOOD** 2.8		11.8	10.20			10.53		12.01 AM	6.08	11.10	8.57		
361.7		**LA PATERA** 1.1		9.0											
362.8		TO **GOLETA** 3.7		7.9	f 10.16	10.47	2.44	10.49	11.09	11.57 PM	6.01	11.04	8.50		
366.5		**HOPE RANCH** 2.0		4.2											
368.5		**WEST SANTA BARBARA** 2.2	D.T.	2.2	10.07	10.41	2.38	10.42	11.02	11.51	**5.51**	10.55	8.40		
370.7		TO-R **SANTA BARBARA**		0.0	10.00 AM	10.35 AM	2.32 PM	10.35 PM	10.55 PM	11.44 PM	5.30 AM	10.45 AM	8.30 PM		
		(118.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat., Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		Time over District Average Speed per Hour			(3.35) 33.10	(2.15) 52.71	(2.15) 52.71	(2.45) 43.13	(2.55) 40.66	(2.44) 43.39	(4.45) 24.97	(4.05) 29.04	(4.35) 25.88		

RULES 86 and 93. Third-class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

No. 71 stop at Pismo daily.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
71	Any Station		Any Station	Daily
71	San Augustine	Any Station	Any Station	Daily
	Drake	Any Station	Any Station	Daily

No. 75 reduce speed at Guadalupe and Surf to 25 MPH to exchange U. S. Mail.

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

San Francisco	E. J. Land, 745 Third St.
San Francisco	J. J. Ashton, 2939 16th St.
San Francisco	I. S. Preston, 357 Phelan Bldg.
Bayshore	L. E. Brown, 2442 Bayshore Ave.
San Mateo	A. E. Benoit, 224 B St.
Redwood City	Kessingers Jewelers, 2316 Broadway.
San Jose	Kochers, 169 So. 1st St.
Watsonville	C. Vernon Jolley
Santa Cruz	C. M. Pennell
Salinas	Goodfriend & Traub
Pacific Grove	G. H. Ehmann
King City	W. V. Bolton
San Luis Obispo	V. C. Jerram
Santa Barbara	Howard V. Weirum
Lompoc	Walter Ziesche
Los Gatos	J. B. Streepey

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 4. Designated Holidays:
New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, first Monday in September.
Thanksgiving Day, fourth Thursday in November.
Christmas Day, December 25th.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed 15 MPH thereover.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restriction applying to trains which consist of streamlined cars only (other than Lark equipment) with GS, P-7-10-12, or P-8 (except eng. 2470) class engines.

Certain slow boards have the word "SIGNAL" above the figures. Such slow boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond the slow board, unless distant signal can plainly be seen to be displaying proceed indication; and such slow boards in approach to a home signal indicate the speed that must not be exceeded while approaching home signal three-fourths mile beyond the slow board, until indication of home signal can plainly be seen.

Following slow boards have lamp attached which displays yellow light at night. This light is to call attention to slow board, and is not a yellow signal referred to in Rule 10 (H):

Eastward MP	Westward MP
103.04	105.45
103.95	106.67
167.85	169.56
	263.05
	292.08
346.70	348.88

RULE 12 (H). Display of lighted fusee from interlocking or crossing watchman's tower requires train to stop, expecting to find crossing blocked.

RULE 14 (m). That portion requiring whistle to be sounded one mile before reaching stations will not apply between San Francisco and San Jose.

RULE 15. Second paragraph is changed to read as follows: "The explosion of two torpedoes is a signal to proceed with caution for not less than one mile."

RULE 17. Mars signal light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULE 26 is revised to read as follows:

"A blue signal or sign reading 'Men at Work' displayed on engineer's side of cab of an engine or at one or both ends of a car, cut of cars, or at the rear of a train, indicates that workmen are under or about same and the engine, car, cut of cars, or train must not be coupled to nor moved by any method, nor other equipment placed so as to obstruct the view of the blue signal or sign.

"Blue signal or sign must not be removed by any person except the one placing the signal or sign, or someone authorized by him to do so.

"On designated tracks (repair, cleaning, servicing, etc.) where employes work, a sign reading 'Stop—Men at Work' must be placed on the track and switches leading to such track locked; and from sunset to sunrise a blue light must be displayed. Employes placing such sign and locking switches, only are authorized to change same.

"When repair work is to be done under or about an engine or cars in a train, where movement of same would endanger employes engaged in such work, and a blue signal or sign is not available, the enginemen of engine handling train must be notified by employe engaged in such work and a complete understanding had to prevent movement. After work is completed the same employe must notify enginemen."

RULE 28. In double track territory, signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE S-72. Westward trains are superior to trains of the same class in opposite direction, except as noted on pages 13, 14, 15, 18, 19, 20, 22 and 23.

RULE 99. Third, fourth and sixth paragraphs are changed to read as follows:

"If recalled from a point less than one-half mile from rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes on the rail three rail-lengths apart."

"If not recalled, one-half mile from rear of train he must place one torpedo on the rail; one mile from rear of train, or when recalled, if one-half mile or more from rear of train, he must place two torpedoes on the rail three rail-lengths apart. If conditions, such as curves, foggy or stormy weather or descending grade require, he must continue back a greater distance, placing two additional torpedoes."

"When flagman has reached the required flagging distance and has placed torpedoes as required, he may then return to the single torpedo where he must remain until relieved by another flagman or recalled. When recalled, he may remove the single torpedo and return, leaving lighted fusee at such intervals as conditions warrant."

RULE 102. Should a passenger train break in two, or an emergency application of brakes occur while in motion on the grade between Santa Margarita and San Luis Obispo, or between Santa Cruz and Felton, forward brakeman will immediately go toward rear, close angle cock at opening if train has parted, set hand brakes and turn up retainers on detached portion. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade, or leading truck of detached portion descending grade, must be chained to rail in such manner as to derail car should they start.

RULE 107. Freight trains must avoid passing between stations and loading tracks when passenger trains are closely approaching from opposite direction on double track, and care must be exercised by non-stopping passenger trains when approaching stations at about the same time that local passenger trains are approaching from opposite direction. When practicable non-stopping trains are to be given preference, but each train must be operated in a manner to avoid confusion and possibility of hazard or personal injury.

In the morning all eastward passenger trains will favor westward commute trains, except that No. 98 should be given preference over No. 133 at Lomita Park.

In the evening all westward passenger trains will favor eastward commute trains.

Particular care must be exercised at such stations as Bayshore, Millbrae, Hillsdale, Belmont and Santa Clara where view of station is limited in both directions, also at 23rd St., Newcomb Ave., and Paul Ave., where passengers may attempt to cross tracks closely behind westward trains. Under such circumstances yard drags and engines on eastward track must stop and take necessary precautions to avoid injury to patrons.

RULE 210 is modified to provide that when using revised train-order form CS-2600 which has the words "Repeated and Complete" printed at bottom of the form, operator will write or typewrite the time and his or her last name in the space provided on the order, after it has been made complete by train dispatcher.

RULE 221. First sentence of third paragraph is amended as follows:

"When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

RULE 271 is revised to read as follows:

"Automatic block signals will bear number plates attached to signal masts. Automatic semaphore home signal arms will be painted red and will be distinguished by white stripe near end of semaphore arm. The number plate on a distant light signal will bear the prefix 'D'.

"Interlocking signals will not bear number plates.

"Absolute signals will not bear number plates, but will have plates bearing the letter 'A'.

"Interlocking and absolute semaphore home signal arms will be painted red.

"Aspects as illustrated or referred to in these rules are shown by the position of semaphore arms or color of lights, or both, as seen from an approaching train. Other combinations may be used."

RULE 295 is revised to read as follows:

"Interlocking or absolute signals may be made part of the automatic block system adjoining interlocking or centralized traffic control limits. When so arranged they will be designated 'Semi-automatic', and distinguished by a plate bearing the letters 'SA'. Trains stopped by such signals must observe interlocking or centralized traffic control rules within the interlocking or centralized traffic control limits, and Rule 509, 509 (F), or 509 (J), as the case may be, within the automatic portion of the block beyond interlocking or centralized traffic control limits."

RULE 297. Following paragraph is added:

"A train, if delayed in the block, must proceed with caution to the next signal."

RULE 505. AUTOMATIC BLOCK SYSTEM PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

Pilot light will appear after time-release has operated and signal has cleared.

Further instructions posted inside push-button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track until switch indicator indicates block clear on opposite track. Within C.T.C. limits dispatcher's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within C.T.C. limits dispatcher must also be notified by telephone when completed.

When switch indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

RULE 535. SPRING SWITCHES

A spring switch with facing point lock must not be trailed through unless switch target displays letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman to do so.

RULE 536. Wheels of tenders must not be considered as engine wheels.

RULES 705 and 707 are revised to read as follows:

"LETTER TYPE INDICATORS

"705. Within block system limits, at locations specified in timetable, letter type indicators may be used. These indicators will be attached to an automatic block signal, and will display indications by illuminated letters, which will supersede the superiority of trains within defined limits.

S—Take siding (Fig. 1).
M—Proceed on main track (Fig. 2).

Other letters, or combination of letters may be used.

"S-707. When the letter 'M' is displayed, train is thereby given superiority over all trains to the fouling point of the switch at which an opposing train may enter siding or receiving track, and will hold main track at the station, but must observe any restriction that may be imposed by automatic block or other signals.

"D-707. When the letter 'M' is displayed approaching a siding, or at the initial switch of a siding, train will hold main track; when displayed on a siding near the leaving end of siding, train will enter main track, and in either case train is thereby given superiority over all following trains to the point designated in timetable, but must observe any restriction that may be imposed by automatic block or other signals."

GENERAL REGULATIONS

RULE 825. When cars are left on grade not protected by derails they must be chained to rail.

Fifth paragraph applies to wooden outfit cars the same as to other cars, except that diner should not be separated from kitchen car.

RULE 827. TRAIN INSPECTION

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

Maximum distance freight trains may run without stopping for inspection is 55 miles, except as shown in special instructions for Salinas, Santa Margarita and Guadalupe Subdivisions.

RULE 837. Fifth paragraph is revised to read as follows: "Cars standing on grade must not be coupled onto, in descending direction, without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail or cars not be securely coupled together."

RULE 848 applies to deadhead diners handled on rear of trains. Doors must be locked before cars are set out.

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut, in any portion of train, until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 25. Rear end test must be made on yard drags before being moved on main track at designated stations where air brakes must be used, except within San Francisco yard limits will be required only for movements between San Francisco and San Bruno, and between San Bruno and Bernal.

PASSENGER TRAINS

RULE 39. Where rails may be slippery from oil or water from columns, or engines standing, running test must not be made until rear of train has passed such point.

MISCELLANEOUS

1. When freight trains are double-headed engines must be detached to take water.

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

One helper may be placed on head end, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train, and cut in ahead of any cars of wooden frame construction.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, nor more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

4 (a). Pushing trains out of yard:

No engine will be placed behind wooden underframe cabooses or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through the pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed or closed, or cutting lever temporarily fastened in release position on a pusher engine.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

10. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

20. Handling of freight cars in trains behind passenger cars is prohibited, except that passenger equipment may be placed in head end of mixed trains when carrying military personnel and equipment. This does not refer to a baggage, express, or mail car, or a caboose.

Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through, except between San Francisco and San Jose, provided retainer is on head end of car.

21. Employes are warned that it is dangerous to ride on top or sides of cars where impaired side clearance exists.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

23. Not more than two light engines will be coupled for any road movement.

29. Employes operating over Government tracks listed below will be governed by SP Book of Rules, Air Brake Rules, Timetable Bulletins and Special Instructions:

Camp Cooke at Tangair.
Camp San Luis Obispo at Goldtree.
Camp Roberts at McKay.
Fort Ord at Ord.
Balloon track and spurs to unloading ramps at Gigling.

SPEED RESTRICTIONS

*List of CCB (cross counter-balanced) engines:

All P-8 class, except eng. 2470:

F-1 class: 3611, 3612, 3615, 3616, 3617, 3619, 3620, 3625, 3629, 3634, 3636, 3638, 3643, 3647, 3652;

F-3 class: 3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667;

F-4 class: 3668, 3670, 3671, 3672, 3674, 3675, 3676, 3677, 3678, 3679, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3692, 3693, 3695, 3696, 3697, 3698, 3699, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;

F-5 class: 3718, 3720, 3721, 3722, 3723, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3762, 3763, 3764, 3765, 3766, 3767, 3768, 3769;

AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4133, 4135, 4136, 4137, 4138, 4139, 4140, 4141, 4142, 4143, 4144, 4146, 4147, 4148, 4149, 4150.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES:

Maximum speed for C-15-17-32, Mk-10-11 and MM-3 class engines, 35 MPH when handling freight and mixed trains.

Maximum speed for S and SE class engines 20 MPH, but must not exceed speed permitted freight and mixed trains and light engines.

Maximum speed for gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling passenger trains.

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity of 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Diesel-electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted freight and mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Class	Running Forward With train	Light	Running Backward With train or Light
DES-200	30	30	30
DES 1 to 7, 100 to 107....	40	40	40

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel of any pair of drivers..................	30 MPH
When engine truck is removed....................	20 MPH
When main rod only is removed..................	30 MPH
When side rod only is removed..................	30 MPH
When both main and side rods are removed.........	20 MPH
When hauled in train with all rods on.............	30 MPH

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT

	MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:	
On tangent main tracks, except	35
SPMW 4044	25
On tangent branch tracks	25
On all curves 5 MPH less than speed authorized. Where slow boards in place, 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
On tangent main tracks	20
On curves and on branch tracks	15
Trains handling locomotive cranes with boom in place, either end forward (to be handled in work train when practicable):	
On tangent main tracks	25
On curves and on branch tracks	15
Trains handling steel pile-drivers may make maximum freight train speed.	
Trains handling relief outfit with steam derrick:	
On tangent main tracks	35
On tangent branch tracks, except	25
Relief outfits 7014 and 7025 must not be operated on any branch, except may operate between California Ave. and Los Gatos (via Los Altos); and between Castroville and Monterey.	
On all curves, 5 MPH less than speed authorized. Where slow boards in place, 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374 when those trains consist entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels, or caboose with steel wheels, except that maximum speed of 60 MPH must not be exceeded.

When train known as "MM" (Monterey Mdse.) operating between Watsonville Jct., Salinas, Pacific Grove and Santa Cruz is entirely made up of steel wheel box cars and caboose, passenger train speed may be made, observing other restrictions as to class of engine.

No. 444 (CCM), and No. 402 (BM) may make maximum speed of 50 MPH San Francisco to Redwood Jct. using ordinary box cars in territory where maximum freight and mixed train speed is shown as 40 MPH.

Passenger trains handling steel wheel box cars in series 5810 to 5874, and foreign line steel wheel box cars equipped for movement in passenger trains, but not equipped with high speed trucks, must not exceed 60 MPH.

Wooden equipment must not be handled in regular passenger trains.

Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Trains consisting of engine and caboose only restricted to freight train speed.

RULE 14 (d). As specified below, — — — — o will be indication that flagman may return from west as prescribed by Rule 99:

Redwood Jct.........Trains on Western Division.
Santa Clara..........Trains on Western Division.
Vasona Jct...........Trains on Los Altos Branch.

RULE 14 (e). As specified below, — — — — — — will be indication that flagman may return from east as prescribed by Rule 99:

Redwood Jct.........Trains on Western Division.
California Ave........Trains on Los Altos Branch.
Santa Clara..........Trains on Western Division.
San Jose.............Trains on Los Gatos Branch.

RULE 21 (C). Engines of passenger trains may display indicators between Mission Bay roundhouse and Third St. station, San Francisco; and from San Jose passenger station to roundhouse. They must be removed on arrival delivery track at roundhouse.

Gilroy Subdivision trains may display indicators and signals between San Jose and San Jose Yard.

RULE 82 (A). Crew ordered for No. 193 may assume the schedule without clearance at Los Gatos.

Nos. 250 and 74 from Western Division may assume corresponding schedules at Santa Clara without clearance.

First-class trains to Western Division at Santa Clara must obtain two clearances at San Jose, one endorsed "Coast Division" and one endorsed "Western Division", and receive train orders applying to Western Division at San Jose, and need not obtain clearance at Santa Clara.

Westward extra trains originating San Jose Yard will obtain clearance at Santa Clara.

RULE 83 (A). At the following stations only the trains indicated will register:

Visitacion......Trains originating or terminating at Bayshore.
Redwood Jct....Trains originating or terminating.
California Ave...Regular trains via Los Altos Branch, and trains originating or terminating.
Santa Clara.....Trains to or from Western Division and Coast Division second and third class and extra trains, except trains consisting entirely of passenger equipment.
Los Gatos......Trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Visitacion......Trains originating or terminating at Bayshore.
Redwood Jct....Trains to or from Western Division.
Santa Clara.....Trains to or from Western Division, and eastward Coast Division second and third class and extra trains, except trains consisting entirely of passenger equipment.
San Jose.......Nos. 70, 72, 76, 78, 96, 98, 374, 69, 71, 75, 77, 97, 99 and 373.

RULES 86 (b) and (c). Trains other than first class handling passenger equipment only may run ahead of first-class trains, except Nos. 96, 97, 98 and 99, between San Francisco and San Jose.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
.0	San Francisco	11.5
4.0	" (San Bruno Branch)	13.6
24.5	Redwood Jct.	27.2
	" (Western Division)	28.2
43.5	San Jose	56.0
	" (Los Gatos Branch)	51.5
44.8	" (Milpitas line)	
43.7	" (Agnew line)	

When freight cars are moved from one point to another on main track within San Francisco yard limits at night, a red light must be displayed on rear of rear car.

Yard engine movements between Bayshore and Union stock yards must be made as follows:

Flag protection must be provided on westward track until clear of main track. All members of crew must accompany engine to stock corrals. Electric lock lever and time-release knob must be operated before switch to spur can be thrown, and lock lever must be returned to normal position after movement is clear of main track and switch lined to normal position.

Movement out of spur must be made as follows: First, flagman must go to east end of Tunnel 3 and notify crew by telephone that flag protection has been provided on westward track. Meanwhile foreman must obtain line-up of trains from signal operator at Bayshore;

Second, If switch indicators at derail both indicate "block clear" derail may be lined;

Third, Unlock electric lock box and open door, and if "unlocked" is displayed, move lock lever from right to left;

Fourth, Line crossover switch in eastward track;

Fifth, Line crossover switch in westward track;

Sixth, Line switch from spur to westward track.

After crossover movement completed, return all switches and derail to normal position, recall flagman, and throw lock lever in electric lock box from left to right, close and lock the door, and proceed.

None of these switches are to be changed from normal position if switch indicators indicate "block occupied" for either track, except as outlined in instructions posted inside of electric lock box for emergency operation.

Double indicator at derail of stock spur; easterly indicator for westward track; westerly indicator for eastward track.

When Union stock yards tracks are operated by AT&SFRy, SP crews must make movements between main track and stock yards under flag protection.

RULE 95. Train orders issued under Form F by Western Division reading to or from Santa Clara will apply on Coast Division into or out of San Jose or San Jose Yard.

Nos. 401, 409, and 413 and sections of those schedules will be cleared at Redwood Jct., according to identification arriving at that point, and are authorized to display this identification to Bayshore without train-order authority; clearance for sections to show: "No Signals", or "Green Signals", following train number.

RULE 97. Extra trains must not run via Los Gatos or Los Altos Branches unless train order so specifies.

RULE D-97 (A). Will apply between San Francisco and San Jose.

RULE 99. Permanente Corp. will do switching at Permanente—SP crews will protect. Navy Dept. will do switching at Moffatt Field—SP crews will protect.

First-class trains move with caution between Signal Bridge 466 and Signal 473, San Jose. Trains or engines stopped between these signals need not protect against first-class trains, but must comply with Rule 99 (A).

RULE 99 (C). Will apply on Los Altos and Los Gatos Branches.

RULE 103 (A). Between Seventh St. and 17th and Harrison Sts., San Francisco, member of crew of yard engines must protect street crossings when no watchman on duty.

Speed of 10 MPH must not be exceeded entering Bayshore Highway crossing on Redwood Harbor spur, and crossing must be cleared as quickly as possible.

Western Division trains of over 39 cars with no set-out must not pass Middlefield Road crossing east of Redwood Jct. unless Signal D-269 displays proceed indication. When necessary to cut Middlefield Road crossing, do not leave cars between white marks on rail, each side of crossing.

Member of crew must protect street crossings on spurs over Lincoln St., Race St., Moorpark Ave., San Jose; and on drill track over Eighth and Taylor Sts., San Jose.

Westward freight trains on Los Altos Branch must not leave cars between approach circuit sign and El Camino Real crossing while switching at California Ave.

RULE 104. The normal position of rigid switches at junctions is as follows:

San Bruno......San Bruno Branch, for eastward track.
California Ave..Los Altos Branch, for eastward track.
San Jose.......Los Gatos Branch, for freight lead.
San Jose Yard..Milpitas line, for freight lead.
Vasona Jct.....Los Gatos Branch for Los Gatos-Los Altos line.
Permanente....Permanente Corp., for track No. 1.

At Redwood City, Hayes derail on west end of drill track at Jefferson St., has no target or light; but sign reading "DERAIL 100 FEET" will be illuminated when approaching on drill track.

RULE 107. Station train indicators in approach to following stations will be illuminated with word "Train" if train at platform on opposite track:

Eastward: Broadway; Burlingame; San Mateo; Hayward Park; Hillsdale; Redwood City.
Westward: San Bruno.

RULE D-152. Crossovers between San Francisco and San Jose are located as follows:

Just west of Tunnel 3 San Francisco; just west of Tunnel 4 San Francisco; So. San Francisco; San Bruno; Millbrae; Burlingame; Belmont; San Carlos; Redwood Jct.; Menlo Park; Palo Alto; California Ave.; Mountain View; Sunnyvale and Lawrence.

San Mateo. When making eastward movement from middle siding to westward track switches must be lined in following order: Inside switch; derail, and westward main track switch. When movement completed line switches back in reverse order.

RULE 221. Trains from Western Division must obtain clearance before leaving Redwood Jct.

Trains must obtain clearance at Los Gatos only when operator on duty.

Trains originating Bayshore obtain clearance at Visitacion instead of Bayshore.

Westward trains except those having received clearance at San Jose, must obtain clearance at Santa Clara. Train-order office is in Santa Clara tower.

RULE D-251. Applies to both tracks between San Francisco and San Bruno; and between Santa Clara and College Park interlockings.

RULE 281-D. Exception: When dwarf signals for entrance to station tracks 1 to 14 inc., San Francisco, display indication as shown in Figs. 6 or 7, movement must be made with caution.

RULE 505. AUTOMATIC BLOCK SYSTEM

California Ave.: Junction switch No. 2 and crossover switch No. 3 are equipped with electric locks. If switch indicator indicates "block clear", lock box door may be opened and lock lever thrown from right to left, after which switch may be thrown for movement. After movement completed return switches to normal position, throw lock lever from left to right, close lock box door and lock it. Further instructions are posted in lock box.

Eastward trains should not pass Approach Circuit sign 2000 feet west of Signal 312; and westward trains should not pass Approach Circuit sign, 3500 feet east of Signal 339, when first-class trains from Los Altos Branch are due and normally should move to westward track first to maintain schedule.

San Jose: Track from Signal 50 feet west of spring switch on wye to Signal 467 on Milpitas line, not protected by block signals. When Signal 467 on Milpitas line displays stop indication, train must stop clear of San Pedro St. until flagman has preceded train from Signal 467 as required by Rule 509 (J), to avoid blocking street crossings.

When signals 463A, 463B, 464, 465, 466 or 467 display stop indication, train, after stopping, may proceed with caution, provided proceed signal received from yardman at The Alameda, green flag by day, green light by night.

Signal 464 on Signal Bridge 466 is a diverging route signal only, and governs entrance into station tracks 1, 2 and 3 from westward track, and when displaying yellow aspect movements must be made with caution. Lower unit on Signal 466 governs entrance to these tracks through crossover from eastward track. No signal protection beyond fouling point on these tracks.

When signals 468.5, 470 or 473 display stop indication, train, after stopping, may proceed with caution, provided proceed signal received from yardman at Park Avenue, green flag by day, green light by night.

Eastward main track between Signal 466 and crossover at Signal 473 at Park Ave. is protected by automatic signals for movements in both directions; and signal indication will supersede the superiority of trains between these two signals.

Signal 463B governs all movements from coach tracks 6 to 11 inclusive.

Starting indicators for westward trains on tracks 1, 2 and 3 are controlled by yardman at The Alameda, and when displaying red aspect must not be passed; and when displaying yellow permit movement with caution to Signal 465.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-274	Spring switch, end double track, Redwood Jct.....	P-275

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through them:

Location		Normal Position	MPH
Redwood Jct......	End double track.....	Westward track.....	25

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them in facing movement, or in trailing through them:

Location		Normal Position	MPH
San Jose.........	East end freight lead...	Freight lead.......	20
		Trailing eastward on main track	30
San Jose.........	Milpitas wye switch...	Westward track....	15

Spring derails on spur to Permanente 200 feet west of interchange yard, and on west end No. 1 interchange track, and may be trailed through on eastward or ascending grade movement. They must be lined for westward movement.

RULE 605. INTERLOCKING

o — — sounds of whistle is signal for Coast Division main track.

Movements governed by diverging route or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

When interlocking signal has been cleared for train or engine and to use the route is not desired sound whistle signal o o — o o, for information of signal operator.

Fourth Street—San Francisco: Limits extend from point where main tracks intersect King Street to terminal station and include main tracks, leads and certain switches adjacent.

Trains or engines from train sheds may proceed to first signal eastward.

One sound of siren or air whistle requires that trains and engines within limits of interlocking must stop.

As detector circuits control switches, cars or engines must not be left standing on them.

Tracks and switches within this plant are numbered. Yardmen and signal operator when arranging movements will use track, or switch numbers to avoid misunderstanding. Telephone instructions must be carefully given and repeated.

Leaving signals on station tracks 1, 2, 3, 13 and 14 San Francisco, are so arranged that signal operator may clear the signals temporarily, even though portion of train is beyond the signal. Before starting, call for signal. The signals on tracks 1, 3, 13 and 14 are searchlight type, and necessary that trainman or yardman relay signal indication to enginemen when it is cleared.

Potrero—San Francisco: Limits extend from signal 650 feet east of east portal of Tunnel 1, on westward main track to signal 600 feet west of tower on eastward main track.

Telephone located at interlocking Signal 22L on westward main track between Tunnels 1 and 2 at 23rd Street. Trains and engines being delayed by "stop" indication will communicate with signal operator Potrero Tower.

Whistle signals governing routes as follows:

For Mission Bay yard, — o —.
For Roundhouse, o o o — o.
For Track No. 2, o — o o o.
For Track No. 3 o — o o.
For track adjacent and parallel to eastward main track...... o o — — o o.

To facilitate movement, engines and drags when ready to leave San Francisco for Bayshore, will use following whistle signals for route desired at Bayshore.

For outbound yard, — o — o.
For inbound yard, o o — o.
For movement into yard, Bayshore, through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore station building.................. o — — o.
For Government Hold Yard, o — o —.

One long blast of air whistle on tower requires that trains and engines within limits of interlocking must stop.

Signal operator Potrero Tower will notify signal operator Bayshore Tower where engines and drags desire to go on their arrival at Bayshore.

When there is a possibility of delaying passenger trains by engines or yard drags, signal operator will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

Bayshore: Limits extend from signal 150 feet west of west portal Tunnel 4, on eastward main track to signal 1850 feet east of east portal Tunnel 4 on westward main track.

Whistle signals governing routes as follows:

For outbound yard, — o — o.
For inbound yard, o o — o.
For movement into yard through either 5 or 7 switch located just east of westward crossover 300 feet east of Bayshore station.... } o — — o.
For car repair yard, o o — — o o.
For drill Track No. 1, o o o — o.
For drill Track No. 2, o — o o o.
For lead No. 3 — — o — —.
For Garbage spur o — o.
For Government Hold yard o — o —.

Telephones located as follows:

Interlocking Signal No. 1 on westward main track 1850 feet east of east portal Tunnel 4. Interlocking Signal No. 24 on eastward main track 150 feet west of west portal Tunnel 4. Trains and engines delayed by "stop" indication by these signals will communicate with signal operator Bayshore Tower, and be governed by Rule 663 (b).

One long blast of siren on tower requires that trains and engines within limits of interlocking must stop.

To facilitate movement, engines and drags when ready to leave for San Francisco, will use following whistle signals:

For Mission Bay yard, — o —.
For Track No. 2, o — o o o.
For Track No. 3, o — o o.

Signal operator Bayshore Tower will notify signal operator Potrero Tower where engines and drags leaving Bayshore desire to go on their arrival at San Francisco.

When there is a possibility of delaying passenger trains by engines or yard drags, signal operator will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

Visitacion: The limits extend from signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower.

Whistle signals governing routes as follows:

For inbound track — o —.
For Tunnel 5, spur o o o — o.
For outbound track, o — o o.

Ninth and Division Streets—San Francisco: Limits of Coast Division tracks extend from signal 250 feet west of tower to signal 600 feet east of tower

Whistle signals governing routes as follows:

For Track 813 Chemical Works, o o o — o.
For Track 819 Gunn-Carle steel, o — o o.
Portland Cement Co.'s track o — — o.
For Dunham, Carrigan and Hayden spur, — o — o.
For old eastward track, — o —.

Redwood Jct.: Limits extend from Signal Bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, and to signal 950 feet east of tower on Western Division.

Whistle signals governing routes as follows:

To Western Division eastward, — o —.
To Western Division westward, — o — o.
Movement against current of traffic, o — o o o.
For siding, o o — — o o.
For drill track westward, o o — o.
For Harbor spur, o — o o.
For S&W spur, o — — o.

Santa Clara: Limits extend from signal 2150 feet east of tower on Coast Division westward main track to signal 1675 feet west of tower on Coast Division eastward main track, and on Newark line to signal 1650 feet west of tower.

One sound of siren on tower requires that all trains and engines within the limits of the interlocking must stop.

Whistle signals govern routes as follows:

For Newark line, o o — — o o.
For Yard, — o —.
Yard to roundhouse, — o — o.
Yard to San Jose passenger station, o o o — o.
Yard to Santa Clara drill track, o — — o.
Yard to drill track, o o — o.
Yard to old team track, o — o o o.

College Park: Limits extend from Signal Bridge 455 to 466 inclusive on eastward and westward main tracks; from Signal Bridge 466 to signal located just west of spring switch at junction of Milpitas line and roundhouse lead; and from dwarf signal located 800 feet east of Newhall Street to Signal Bridge 465 on freight lead.

Tracks between San Jose passenger station and College Park facing San Francisco will be designated as follows:

Track on extreme left..........	Freight Lead.
Track next adjacent..........	Eastward Main Track.
Track next adjacent..........	Westward Main Track.

Trains may operate in either direction on any of these tracks on proper signal indication. Speed against current of traffic on eastward and westward main tracks and both directions on freight lead restricted to 20 MPH.

Derails on tracks Nos. 404, 411, 412, 416, 515 and E. B. Pray Co. spur, within these limits are equipped with electric locks under control of signal operator at College Park tower. Permission of signal operator must be obtained to unlock derails. Release of lock will be authority to proceed. When entering main track, derail must be thrown first, then main track switch. Restore derail and electric lock to normal position when not in use. Instructions on operation of electric lock are posted inside door of lock box.

Switches on spur tracks Nos. 405, 406 and 409 leading off freight lead are manually operated. Engines must not foul freight lead without permission from signal operator.

The main track switch and derail leading to round house opposite roundhouse office and all cross-over switches are power operated. Interlocking signals govern the movement only to the derail and not to the fouling point of track 51. The switch at west end of wye is a spring switch, normally lined for Milpitas line main track.

Trains stopped by signals call signal operator on the telephone. If authority obtained to move against "stop" indication, a careful examination of switches must be made before passing over them. Telephones located in boxes on signal bridges or in close proximity of interlocking signals or locked derails, and direct communication may be had with signal operator at College Park. Button on ear phone should be pressed while in use.

Whistle signals governing routes as follows:

For westward movement to train yard via drill track.......... } o — — o.
For track 51 to train yard, o o — — o o.
For San Jose freight yard, — o o —.
For Freight Lead, — o — o.
For Santa Clara, drill track, o o o — o —.
For roundhouse, o — — o o.
For Milpitas line, o o — o o.

Bell cord communicating signal between San Jose roundhouse and signal operator to be used in lieu of telephone when requesting authority to make movements from roundhouse to main track.

Following code of signals for routes to be used:

Roundhouse to passenger station: one pull of cord.
Roundhouse to College Park: two pulls of cord.
For movements in roundhouse yard when necessary to foul westward main track: three pulls of cord.

San Jose-Los Gatos Line — (Western Pacific R. R. Crossing): Limits extend from signal 486 feet west of crossing to signal 604 feet east of tower.

No signal operators on duty. Signals, switches and derails in position for Southern Pacific main track movements and against Western Pacific movements.

Speed on main track must not exceed 20 MPH through limits of plant.

When signals indicate "stop", Rule 663 (c) will govern.

Derail switches on drill tracks are manually operated and movements over Western Pacific tracks on these tracks must be made under provisions of Rule 663 (c).

Instructions for handling electric lock and time release posted at crossing.

San Jose-Lick: See instructions for Gilroy Subdivision.

GENERAL REGULATIONS

RULE 825. Engines may operate over the live rail of track scale at Simla, not exceeding 5 MPH.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 17. One retainer must be turned up for each 120 Ms in train Permanente (from interchange tracks) to Simla.

RULE 24. Road test must be made before leaving Permanente as prescribed by this rule.

RULE 33. The maximum tonnage per operative brake between Permanente interchange tracks and Simla is 120 Ms.

PASSENGER TRAINS

RULE 36. Car inspectors at San Francisco will furnish passenger conductors and engineers a written check of the number, type, percentage of graduated release, and condition of air brake equipment in their trains. Conductors will give this information to road and helper engines coupled to their trains enroute, delivering a written check to relieving conductors.

Car inspectors at San Jose will furnish same information for trains to and from Western Division and Western Pacific.

RULE 39. Running test must be made on eastward trains at San Francisco after rear of train has passed Fourth St., except that trains of over 8 cars must straighten out on Seventh St. before test is made.

Running test must be made on eastward trains at San Jose after rear of train has passed over spring switch at east end freight lead.

MISCELLANEOUS

10. Freight trains or engines with freight cars must not operate over tracks 2, 3, 4 or 5 in San Jose passenger yard.

Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
Mk-F-AC-AM-MM-Mt-GS-SP T-40, P, A	Millbrae	Dairy and pottery spurs.
	Broadway	Oil spur.
	Burlingame	Cahalan spur.
	Howest	San Mateo Feed & Fuel, and H. E. Casey spurs.
	San Mateo	Wisnom spur, PG&E spur.
	Hayward Park	Salt spur.
	Romac	Spur.
	San Carlos	Industry spur on bay side of main track; house track west of freight shed.
	Redwood City	Team tracks, Pratt-Lowe spur; Cullen spur; Redwood Harbor track spurs; all spurs off Dumbarton line.
	Menlo Park	Peninsular Bldg. Matl. Co. spur; wood spur; house track west of freight shed.
	Palo Alto	All spurs leading off drill track.
	Mountain View	Minton spur; Shell Oil spur; beet spur; Moffatt Field spur.
	Sunnyvale	All spurs off both drill tracks except Schuckl and Berry Growers spurs.

GS class engines entering stub-end tracks San Francisco passenger station must stop at least fifty feet from bulkhead or bumping post.

Engines equipped with pilot plow, except Mt and GS class, are prohibited over tracks adjacent to station platforms at San Francisco and San Jose.

Load limit (car and contents):

Los Gatos Branch	240,000 pounds
Los Altos and San Bruno Branches	210,000 pounds

SPEED RESTRICTIONS

Maximum speed between Redwood Jct. and end of Coast Division at MP 27.59 on Newark line, 35 MPH.

Maximum speed between junction switch westward track at MP 47.39 and end of Coast Division at MP 45.17 on Milpitas line, 15 MPH.

Maximum speed between Santa Clara and end of Coast Division at MP 43.75 on Newark line, Passenger 50 MPH; Freight 35 MPH.

Maximum speed of yard drags between San Francisco and San Bruno with S or SE class engines 20 MPH, with other classes 35 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard, and other side-tracks, wyes, balloon tracks, crossovers, turnouts and slip-switches, except	10
San Jose, on freight lead	20
Permanente spur	15

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
0.0	San Francisco	Station umbrella sheds—Side
0.2	"	4th St. interlocking tower—Side
0.0-1.3	"	Dwarf signals—Side
1.3	"	Mariposa St. bridge—Overhead
1.3	"	AT&SFRy bridge—Overhead
1.5	"	Tunnel 1—Overhead and Side
1.7	"	22nd Street bridge—Overhead
1.9	"	23rd Street bridge—Overhead
2.0	"	Tunnel 2—Overhead and Side
3.1	"	Oakdale Avenue bridge—Overhead and Side
3.4	"	Tunnel 3—Overhead and Side
4.2	"	Paul Ave. bridge—Overhead and Side
4.6	Bayshore	Tunnel 4—Overhead and Side
7.7	Visitacion	Tunnel 5—Overhead and Side
29.7	Palo Alto	San Francisquito Creek bridge — Overhead and Side
46.9	San Jose	Station umbrella sheds—Side
		San Bruno Branch
5.3	Elkton	Ocean Ave trolley wires—Overhead
		Los Gatos Branch
51.0	Campbell	When cars on siding—Side

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER															
		GS P (if CCB*) with stream-lined cars only (other than Lark equipment)	P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
2 to 12	San Francisco-East Portal Tunnel 1	25	25	25	25	25	25	25	25	25	25	25	25	25	25	15	15
	East Portal Tunnel 1-Bayshore	50	50	50	50	50	45	45	40	35	35	45	40	35	30	30	25
	Bayshore-MP 19.0	60	60	60	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 19.0-MP 24.6	75	70	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 24.6-MP 32.0, except	60	60	60	60	50	45	45	40	35	40	45	40	35	30	30	25
	*Redwood City, MP 24.6 to MP 26.4	45	45	45	45	45	45	45	40	35	40	45	40	35	30	30	25
	MP 32.0-MP 44.0	75	70	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 44.0-College Park	60	60	60	60	50	45	45	40	35	40	45	40	35	30	30	25
	College Park-Signal Bridge 464, except	45	45	45	45	45	45	45	40	35	35	30	30	30	30	30	25
	*Over Stockton Ave. and Emery St. 10 PM-6 AM	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Signal Bridge 464-End of double track	30	30	30	30	30	30	30	30	30	20	20	20	20	20	20	20

SPEED RESTRICTIONS—BRANCHES

Maximum speed of passenger, freight and mixed trains is as shown below:

Page No.	TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING	SWITCH ENGINE S-SE CLASS
13	San Bruno Branch	..	15	15	12	15
	California Ave.-Vasona Jct., except	35	30	30	20	20
	With Mt, F-1, Mk engine	15	15	15	15	..
	With P-1-3-4-5 engine, except	35	30	30	20	..
	MP 47.61-MP 48.06	25	25	25	20	..
	Vasona Jct.-Los Gatos, except	30	18	25	15	20
	Vasona Jct.-MP 52.67	25	18	..	..	..
	With Mt, F-1, Mk engine	15	15	15	15	..
	San Jose-Vasona Jct., except	30	30	30	20	20
	With Mt, F-1, Mk engine, except	15	15	15	15	..
	San Jose-MP 47.38	10	10	10	10	..
	With P-1-3-4-5 engine, except	30	30	30	20	..
	San Jose-MP 47.38	10	10	10	10	..
	MP 53.28 to Vasona Jct.	25	18	18	18	..

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*Regulated by city ordinance.

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	San Francisco and San Jose	California Ave. to Los Gatos San Jose and Vasona Jct.	Los Gatos to California Ave.	Simla to Permanente
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1550	....	....	....
DES-100 to 107	1300 to 1395	2450	....	....	....
E-23	1500 and 1502	2300	....	....	....
M-4	1617 to 1713	2950	1850	2400	630
M-6, 8	1721 to 1803, 1823 to 1825	3650	2200	2850	720
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	3850	2300	3000	820
M-11	1832 to 1835	3950	2500	3250	900
T-1	2242 to 2271	2600	1650	2150	560
T-8, 9	2161, 2174 and 2178	1850	1150	1500	370
T-23	2301 to 2310	3750	2350	3100	830
T-26	2283 to 2299	3300	2050	2700	700
T-28, 31	2311 to 2362	4200	2600	3400	930
T-32, 40	2363 to 2384	4300	2650	3450	950
T-36	2103	2800	1750	2300	630
T-37	2105 and 2106	3750	2350	3100	840
T-57, 58	2385 and 2386	3400	2150	2800	760
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	3500	1950	2600	690
P-1	2400, 2403 to 2407 and 2415	3550	2200	2900	720
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	4000	2150	2850	760
P-6	2453, 2454 and 2458	4300	....	....	....
P-7	2476 and 2477	4350	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	4600	....	....	....
P-8, 10	2475, 2484 to 2491	4800	....	....	....
P-11	3100 to 3109	3700	....	....	....
P-12	3120 to 3129	5050	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	4600	2900	3750	1040
C-15, 32	2500, 2505 to 2507	2900	1850	2400	660
C-17	2510 and 2511	3600	2300	2950	850
C-18	3400 to 3409	4200	2650	3450	980
C-19	3410 to 3426	4350	2750	3600	1000
TW-1	2900 to 2913	3500	2200	2900	800
TW-2, 3	2932 to 2952	2800	1750	2300	620
TW-4, 6	2926 to 2931 and 2957	2650	1650	2150	570
TW-8	2914 to 2923	3900	2450	3200	890
A-3	3029	2800	....	....	....
A-3	3025, 3036, 3052 and 3057	2900	....	....	....
A-6	3000 to 3003	3250	....	....	....
Mk-2, 4	3201 to 3240	5400	3200	4250	1110
Mk-5, 6	3241 to 3277	5850	3550	4650	1260
Mk-7, 8, 9	3300 to 3324	6350	3900	5150	1450
Mk-10	3295	4900	3100	4050	1150
Mk-11	3297 and 3298	4700	3000	3900	1100
F-1	3600 to 3652	6700	4050	5400	1500
F-3	3653 to 3667	7600	....	....	....
F-4, 5	3668 to 3769	8000	....	....	....
AM-2	3900 to 3911	7550	....	....	....
MM-3	3930 and 3931	8750	....	....	....
AC-1, 2, 3	4000 to 4048	9150	....	....	....
AC-4, 5	4100 to 4125	11900	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	12500	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	6600	....	....	....
Mt-2	4385 to 4390	6650	....	....	....
GS-1, 2	4400 to 4415	7000	....	....	....
GS-3, 4, 5, 6	4416 to 4469	7200	....	....	....
SP-1, 2, 3	5000 to 5048	8000	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6			
	45 Ms to 55 Ms	3			
	More than 55 Ms	0			

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 10 (J). Slow board to left of track westward at MP 86.7 reads 60-40.

RULE 14 (e). As specified below, — — — — — — — will be indication that flagman may return from east as prescribed by Rule 99:

Carnadero..........	Trains on Hollister Branch.
Watsonville Jct......	Trains on Santa Cruz Branch.
Santa Cruz...........	Trains on Davenport Branch.

RULE 82 (A). Westward third-class and extra trains originating Watsonville Jct. may obtain clearance at Pajaro instead of Watsonville Jct.

Crew ordered for No. 773 may assume schedule without clearance at Davenport.

RULE 83. Identification may be made at San Jose, or between Lick and Coyote; Gilroy and Sargent; and westward between Watsonville Jct. and Logan, to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification, and Rule 14 (k) will apply.

RULE 83 (A). At the following stations, only trains indicated will register:

Gilroy..............	Trains originating or terminating.
Pajaro..............	Third class and extra trains originating or terminating in freight yard.
Watsonville Jct.......	Trains originating or terminating that do not register at Pajaro.

Operators Watsonville Jct. and Pajaro will report registration to each other of trains via Logan, and enter on registers and verify by repeating registration. Operator Pajaro will enter on his register the time train passes his office, and only after observing it.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

San Jose.........	Nos. 70, 72, 76, 78, 96, 98, 374, 69, 71, 75, 77, 97, 99 and 373 and trains to or from San Jose Yard.
Watsonville Jct....	Nos. 77, 78, 96, 97, 98 and 99.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
43.5	San Jose	56.0
	“ (Lick Branch)........................	58.9
	“ (Los Gatos Branch)..................	51.5
44.8	“ (Milpitas line)........................	
43.7	“ (Agnew line)	
79.3	Gilroy	82.4
96.1	Watsonville Jct.	101.3
	“ (Santa Cruz Branch)................	103.6
119.27	Santa Cruz	122.7
	“ (Davenport Branch)	81.7

RULE 98. Railroad crossings at grade not interlocked:

WPRR, at Valbrick (in San Jose yard). After stopping, if no movement approaching on intersecting line, may proceed over crossing.

RULE 99. Logan: Granite Rock Co. will do switching on other than main track. SP crews will protect.

First-class trains move with caution between Signal Bridge 466 and Signal 473 San Jose. Trains or engines stopped between these signals need not protect against first-class trains, but must comply with Rule 99 (A).

RULE 99 (C). Will apply on Hollister, Santa Cruz and Davenport Branches.

RULE 103 (A). First St. crossing, Watsonville protected by crossing watchman only from Sept. 1st to Dec. 15th each year. At other times switching movements must be protected by member of crew at the crossing. Cars to be spotted must be left as far as practicable from crossing.

Movements on other than main track over Walnut, Lincoln and Laurel Sts. Santa Cruz must be protected by member of crew.

RULE 104. The normal position of rigid switches at junctions is as follows:

San Jose...........	Los Gatos Branch, for freight lead.
Lick..................	Lick Branch, for eastward track.
Carnadero.........	Hollister Branch, for westward track.
Watsonville Jct.....	Santa Cruz Branch, for west leg of wye.
Santa Cruz.........	Davenport Branch, for Santa Cruz Branch.

RULE 221. Trains destined to San Jose Yard need not obtain clearance at San Jose.

Pajaro is train order office only for westward third class and extra trains. Such trains having received clearance at Watsonville Jct. need not obtain clearance at Pajaro.

Trains may leave Santa Cruz without clearance if no operator on duty.

Light will not be displayed in train-order signal at Felton except when train-order operator is on duty.

RULE 505. AUTOMATIC BLOCK SYSTEM

San Jose: See instructions for San Francisco Subdivision.

Gilroy: End of double track: Westward trains leaving end of double track from eastward main track will be governed by Signal P-805.

Carnadero: In moving from eastward main track to Hollister Branch, first throw crossover switch in eastward main track; then other switches as most convenient. From Hollister Branch to westward main track, first throw derail, then junction switch.

Watsonville Jct.: Following will govern freight trains entering Watsonville Jct. yard:

West end: If Signal 984 is in proceed position for diverging route which governs entrance to yard at crossovers Nos. 1 or 2, trains must receive signal from yardman, green flag by day, green light by night before entering yard. If Signal 984 is in stop position, must remain at the signal until given a proceed signal by yardman, green flag by day, green light by night.

Santa Cruz: Track from station building to Signal 791 not protected by block signals.

RULE 510. The following block signals equipped with triangular number plate displaying the letter “P” have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-514	Spring switch, end double track, Lick.............	
P-634	Spring switch, end double track, Coyote..........	P-635
P-660	Spring switch, west end siding, Perry.............	
	Spring switch, east end siding, Perry.............	P-673
P-708	Spring switch, west end siding, Morganhill........	
	Spring switch, east end siding, Morganhill........	P-719
P-740	Spring switch, west end siding, San Martin........	
	Spring switch, east end siding, San Martin........	P-753
P-770	Spring switch, west end siding, Rucker............	
	Spring switch, east end siding, Rucker............	P-783
P-804	Spring switch, end double track, Gilroy..........	P-805
P-866	Spring switch, end double track, Sargent..........	P-867
	Spring switch, east end siding, Sargent...........	P-879
P-908	Spring switch, west end siding, Chittenden........	
	Spring switch, east end siding, Chittenden........	P-925
P-924	Earthquake detector, Pajaro River Bridge, Chittenden	P-931
	Slide detector fence, Logan............................	
P-930	Spring switch, end double track, Logan............	

RULE 516. Overlap post: Chittenden — Affecting eastward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through them:

Location		Normal Position	MPH
Lick.............	End double track.........	Eastward track.........	35
Coyote...........	End double track.........	Westward track.........	25
Perry............	West end siding..........	Main track............	25
Perry............	East end siding..........	Main track............	25
Morganhill........	West end siding..........	Main track............	15
Morganhill........	East end siding..........	Main track............	15
San Martin.......	West end siding..........	Main track............	25
San Martin.......	East end siding..........	Main track............	25
Rucker...........	West end siding..........	Main track............	25
Rucker...........	East end siding..........	Main track............	25
Gilroy............	End double track.........	Eastward track.........	25
Sargent..........	End double track.........	Westward track.........	25
Sargent..........	East end siding..........	Main track............	25
Chittenden.......	West end siding..........	Main track............	25
Chittenden.......	East end siding..........	Main track............	25
Logan............	End double track.........	Eastward track.........	25
		Facing eastward...............	25

When signal governing westward movement through spring switch at Lick displays stop indication, permission must be obtained from signal operator at San Jose to pass signal, and switch must be hand thrown before and after movement made, in addition to complying with block signal rules.

RULE 605. INTERLOCKING

San Jose-Lick: Limits extend from dwarf signals on eastward and westward main tracks 1500 feet west of end of double track San Jose to light signal 700 feet east of end of double track Lick on westward track, and to light signal 500 feet east of end of double track Lick on eastward track.

On Lick Branch, to dwarf signal at clearance point.

On freight lead from signal bridge 464 to junction with eastward main track 1250 feet west of end of double track.

On Los Gatos Branch, from junction with freight lead to westward signal opposite signal 474.

Movements within these limits are governed by interlocking signals under control of signal operator, except some of the intermediate signals are automatic, or semi-automatic.

Switch at end of double track is power operated over which speed is restricted to 30 MPH in either direction for trains operating through turnout.

When automatic block signals indicate "stop" Rule 509, 509 (F) or 509 (J) as the case may be, as applied to single track will govern.

When for any reason, proceed indication of an interlocking signal cannot be acted upon at once, signal operator must immediately be notified.

From Los Gatos Branch, movement governed by westward interlocking Signal 11-W located 30 feet east of crossover between freight lead and Los Gatos Branch. Upper unit governs to westward main track and station tracks. Lower unit governs to freight lead. When both units indicate "stop" and it is desired to use connecting link to spur track No. 829, California Packing Corporation, after stopping and if crossover switches are lined normally, and the track is seen to be clear to westward automatic Signal 474.5 located at clearance point 250 feet west of Signal 11-W, proceed without authority from signal operator at San Jose station.

A westward dwarf interlocking signal located opposite Signal 471 at Park Avenue Subway. Signal will be normally dark until lineup is made. Westward movement from Los Gatos Branch to freight lead must first be authorized by signal operator. Crossover switches must not be lined for such movement without first obtaining permission from signal operator by telephone. After permission is received, crossover switches lined, and if interlocking signal indicates "proceed," movement may be made.

Movement to Los Gatos Branch from eastward main track governed by lower unit Signal 470 located east of station, and from freight lead governed by lower unit of signal located 400 feet west of junction switch.

Eastward dwarf Signal 474.5 on seven-foot mast will display RED or GREEN aspect.

RED—Stop. To enter block comply with Rule 509 (F).

GREEN—Proceed to next Signal 474.

Signal on San Jose Canning Co. spur at MP 48.5 governs movement to main track. Derail or main track switch must not be thrown until permission received from signal operator, and in addition switch indicator for both directions must indicate "block clear."

Movements from Valbrick (San Jose yard) connection to main track must first be authorized by signal operator. Derail and main track switches must not be lined for such movement without first obtaining permission from signal operator by telephone. After permission is received, switch lined, and if signal indicates "proceed," movement may be made.

Telephones located closely adjacent to signals involved. If delayed, consult signal operator.

San Jose-Lick Line — (Western Pacific R. R. Crossing): Limits extend from signal located 700 feet west of crossing to signal 700 feet east of crossing.

No signal operators on duty. Signals, switches and derails in position for Southern Pacific movements and against Western Pacific movements.

When signals indicate "stop", Rule 663 (c) will govern.

Instructions for handling electric lock and time release posted at crossing.

RULE 705 LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows:
M	621	West end siding Coyote	Enter westward track and proceed to Lick.
M	643	Coyote	Proceed to Lick.
S	643	Coyote	Enter middle siding.

GENERAL REGULATIONS

RULE 825. Cars must not be stored within 150 feet of crossings of Monterey Road at Watsonville Jct.

When freight trains are tied up in Watsonville Jct. yard trainmen will set sufficient hand brakes on the rear of westward trains, and on the head end of eastward trains.

AIR BRAKE RULES

RULE 17. One retainer must be turned up for each 120 Ms in freight trains Olympia to MP 127.6, and Rincon to MP 121.8.

On passenger trains between the above points, three retainers for six cars; four retainers for eight cars; five retainers for 10 cars, and seven retainers for 12 cars must be turned up on head end of the train.

FREIGHT TRAINS

RULE 33. The maximum tonnage per operative brake between Olympia and Santa Cruz is 120 Ms.

PASSENGER TRAINS

RULE 39. Running test must be made on eastward trains at San Jose after rear of train has passed over spring switch at east end freight lead.

MISCELLANEOUS

10. Freight trains or engines with freight cars must not operate over tracks 2, 3, 4 or 5 in San Jose passenger yard.

Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
Mk-F-AC-AM-MM-Mt-GS-SP T-40, P, A	Morganhill	Standard Oil spur; Dried fruit spur.
	Lonoke	Spur.

Engines must not go more than 110 feet beyond derail at west end of No. 1 track at Logan.

Engines equipped with pilot plow, except Mt and GS class, are prohibited over tracks adjacent to station platform at San Jose.

Load limit (car and contents):

Lick Branch	169,000 pounds
Hollister, Santa Cruz and Davenport Branches	210,000 pounds

SPEED RESTRICTION FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, wyes, balloon tracks, crossovers, turnouts and slip-switches, except	10
San Jose, on freight lead	20
Watsonville Jct., wye	5
Santa Cruz, wye	5
Davenport, wye	5

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
	Santa Cruz Branch	
119.7	Santa Cruz	San Lorenzo River bridge—Side
121.5	Eblis	Tunnel 6—Overhead and Side
125.6	Rincon	Tunnel 5—Overhead and Side
126.3	Big Trees	San Lorenzo River bridge—Side
126.0	Big Trees	Redwood tree—Side

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT		
		PASSENGER																
		GS P (if CCB*) with streamlined cars only (other than Lark equipment)	P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW	Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
14 to 17	Signal Bridge 464-End of double track	30	30	30	30	30	30	30	30	30	20	20	20	20	20		20	20
	End of double track-MP 49	50	50	50	50	40	40	40	40	35	35	45	40	35	30		30	25
	Over WPRR Crossing MP 49	40	40	40	40	40	40	40	40	35	35	40	40	35	30		30	25
	MP 49-MP 86.0, except	75	70	65	60	50	45	45	40	35	40	45	40	35	30		30	25
	*Gilroy, MP 79.5 to MP 81	35	35	35	35	35	35	35	35	35	35	35	35	35	30		30	25
	MP 86.0-End of double track Sargent	60	60	60	60	50	45	45	40	35	40	45	40	35	30		30	25
	End double track Sargent-MP 87.9	50	50	50	50	50	45	45	40	35	35	45	40	35	30		30	25
	MP 87.9-MP 88.9	30	30	30	30	30	30	30	30	30	25	30	30	25	25		20	20
	MP 88.9-MP 92.1	50	50	50	50	50	45	45	40	35	35	45	40	35	30		30	25
	MP 92.1-MP 93.0	25	25	25	25	25	25	25	25	25	25	25	25	25	25		20	20
	MP 93.0-MP 94.5	50	50	50	50	50	45	45	40	35	35	45	40	35	30		30	25
	MP 94.5-MP 98.0	75	70	65	60	50	45	45	40	35	40	45	40	35	30		20	20
	MP 98.0-Watsonville Jct. Yard Office	45	45	45	45	45	45	45	40	35	30	30	30	30	30		20	20
	Watsonville Jct. Yard Office-End double track	35	35	35	35	35	35	35	35	35	30	30	30	30	30		20	20
18 to 21	Watsonville Jct. Yard Office-End double track	35	35	35	35	35	35	35	35	35	30	30	30	30	30		20	20
	Watsonville Jct. end double track-MP 103.8	50	50	50	50	50	45	45	40	35	35	45	40	35	30		20	20
	MP 103.8-MP 105.5	40	40	40	40	40	40	40	35	35	35	40	40	35	30		30	25
	MP 105.5-MP 109.0	50	50	50	50	50	45	45	40	35	35	45	40	35	30		20	20
	MP 109.0-MP 112.5	60	60	60	60	50	45	45	40	35	40	45	40	35	30		30	25
	MP 112.5-MP 117.5	75	70	65	60	50	45	45	40	35	40	45	40	35	30		30	25
	MP 117.5-MP 119.7, except	35	35	35	35	35	35	35	35	35	35	35	35	35	30		30	25
	*Salinas, MP 118.4 to MP 119.7	25	25	25	25	25	25	25	25	25	25	25	25	25	25		25	25
	MP 119.7-MP 147.0	75	70	65	60	50	45	45	40	35	40	45	40	35	30		30	25
	MP 147.0-MP 154.5	55	55	55	55	50	45	45	40	35	40	45	40	35	30		30	25
	MP 154.5-MP 158.0	65	65	65	60	50	45	45	40	35	40	45	40	35	30		30	25
	MP 158.0-MP 163.5	75	70	65	60	50	45	45	40	35	40	45	40	35	30		30	25
	MP 163.5-MP 164.0	45	45	45	45	45	45	45	40	35	40	45	40	35	30		30	25

SPEED RESTRICTIONS—BRANCHES

Maximum speed of passenger, freight and mixed trains is as shown below:

Page No.	TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING	SWITCH ENGINE S-SE CLASS
14	Lick-Alamitos	..	..	..	..	10
15	Carnadero-Hollister, except	30	25	30	15	..
	*Hollister MP 94.4-MP 95.1	20	20	15	15	..
16	Watsonville Jct.-Santa Cruz, except	30 Tangent 25 Curves	25	25	15	20
	Watsonville City limits	20	20	20	15	20
	Santa Cruz City limits	20	20	20	15	..
16	Santa Cruz-MP 122.5	20	20	20	15	..
16	MP 122.5-MP 126.5	15	15	15	10	..
16	MP 126.5-Olympia	25	18	20	15	..
17	Davenport-Santa Cruz	20	20	20	20	..
20	Castroville-Monterey, except	30	20	30	15	..
	With F-1, Mk, P, Mt, GS engines on curves	20	20	20	15	..
	Monterey-MP 127.3, except	25	20	20	15	..
	With P-1-3-5-6 engines where slow boards reading "25-20" apply	15	15	15	15	..
	MP 127.3-Asilomar	15	15	15	10	..
21	Spreckels Jct.-Spreckels	..	15	15	10	15

*Regulated by city ordinance. Speed may be resumed at Gilroy and Salinas after [illegible] within these limits in direction train is moving.

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	San Jose to Morganhill Watsonville Jct. to Morganhill	Morganhill to Watsonville Jct. Morganhill to San Jose	Watsonville Jct. and Santa Cruz	Santa Cruz to Davenport	Davenport to Santa Cruz	Santa Cruz and Olympia	Gilroy and Hollister
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1550	4400	....	....	....	....	....
DES-100 to 107	1300 to 1395	2450	5500	....	....	....	....	....
E-23	1500 and 1502	2300	5100	....	....	....	....	....
M-4	1617 to 1713	2950	6500	1200	1400	2550	610	3450
M-6, 8	1721 to 1803, 1823 to 1825	3650	7500	1450	1650	3000	740	4050
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	3850	8000	1550	1750	3150	790	4250
M-11	1832 to 1835	3950	8600	1650	1900	3350	860	4550
T-1	2242 to 2271	2600	5700	1100	1200	2200	540	3000
T-8, 9	2161, 2174 and 2178	1850	4100	760	860	1550	350	2150
T-23	2301 to 2310	3750	8200	1550	1800	3200	800	4300
T-26	2283 to 2299	3300	7200	1350	1550	2800	650	3800
T-28, 31	2311 to 2362	4200	9000	1750	1950	3500	890	4750
T-32, 40	2363 to 2384	4300	9000	*1800	*2000	*3600	*910	*4850
T-36	2103	2800	6100	1200	1350	2350	610	3200
T-37	2105 and 2106	3750	8200	1600	1800	3200	800	4350
T-57, 58	2385 and 2386	3400	7400	1400	1600	2900	730	3900
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	3500	7000	1350	1550	2850	660	....
P-1	2400, 2403 to 2407 and 2415	3550	7800	1450	1650	3000	690	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	4000	8000	1500	1700	3150	730	....
P-6	2453, 2454 and 2458	4300	9000	....	....	....	....	....
P-7	2476 and 2477	4350	9000	....	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	4600	10000	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	4800	10000	....	....	....	....	....
P-11	3100 to 3109	3700	7000	....	....	....	....	....
P-12	3120 to 3129	5050	10000	....	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	4600	10000	1950	2200	3900	1000	5250
C-15, 32	2500, 2505 to 2507	2900	6300	1250	1400	2500	640	3350
C-17	2510 and 2511	3600	7800	1550	1750	3050	820	4150
C-18	3400 to 3409	4200	9100	1800	2000	3550	940	4800
C-19	3410 to 3426	4350	9500	1850	2100	3700	970	5000
TW-1	2900 to 2913	3500	7500	1350	1700	3000	760	4000
TW-2, 3	2932 to 2952	2800	6100	1150	1300	2350	590	3200
TW-4, 6	2926 to 2931 and 2957	2650	5800	1100	1250	2250	550	3050
TW-8	2914 to 2923	3900	9000	1650	1900	3350	850	4450
A-3	3029	2800	5500	....	....	....	....	....
A-3	3025, 3036, 3052 and 3057	2900	6000	....	....	....	....	....
A-6	3000 to 3003	3250	7200	....	....	....	....	....
Mk-2, 4	3201 to 3240	5400	10000	....	....	....	....	....
Mk-5, 6	3241 to 3277	5850	12000	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	6350	12000	....	....	....	....	....
Mk-10	3295	4900	10600	....	....	....	....	....
Mk-11	3297 and 3298	4700	10200	....	....	....	....	....
F-1	3600 to 3652	6700	12000	....	....	....	....	....
F-3	3653 to 3667	7600	12000	....	....	....	....	....
F-4, 5	3668 to 3769	8000	12000	....	....	....	....	....
AM-2	3900 to 3911	7550	14000	....	....	....	....	....
MM-3	3930 and 3931	8750	16000	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	9150	16000	....	....	....	....	....
AC-4, 5	4100 to 4125	11900	16000	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	12500	17000	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	6600	12000					
Mt-2	4385 to 4390	6650	12000					
GS-1, 2	4400 to 4415	7000	12000					
GS-3, 4, 5, 6	4416 to 4469	7200	12000					
SP-1, 2, 3	5000 to 5048	8000	12000					
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6					
	45 Ms to 55 Ms	3	3					
	More than 55 Ms	0	0					

*Exception: Eng. 2371 not permitted on these branches.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 10 (J). Westward slow board at MP 116.90 reading "75"; and eastward slow board on Monterey Branch at MP 124.96 reading "25-20" are located to left of track.

Eastward slow boards to right of track but with one track intervening at MP 117.74, reading "25", and at MP 119.74, reading "75".

RULE 14 (e). As specified below, — — — — — — will be indication that flagman may return from east as prescribed by Rule 99:

Castroville............Trains on Monterey Branch.

RULE 82 (A). Crew ordered for No. 77 at Pacific Grove on Sunday and Holidays only, may assume schedule without clearance.

RULE 83 (A). At the following stations, only the trains indicated will register:

Castroville	Trains to or from Monterey Branch, and trains originating or terminating.
Salinas	Trains originating or terminating.
Soledad	Trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Watsonville Jct.	Nos. 77, 78, 96, 97, 98, 99.
King City	All trains.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
96.1	Watsonville Jct.	101.3
109.6	Castroville	111.7
	" (Monterey Branch)	112.1
113.2	Salinas	121.5
	" (Spreckels Branch)	122.8
142.4	Soledad	144.7
162.2	King City	164.7
123.3	Monterey	127.6
127.7	Pacific Grove	129.9

RULE 99. **Lapis:** Pacific Coast Aggregates Co. will do switching at Lapis. SP crews will protect.

RULE 99 (C). Will apply on Monterey Branch.

RULE 103(A). Trains and engines must stop before reaching State Highway crossings of tracks 2, 3 and 4 at MP 118.8, 118.9 and 119.5 at Ord and after crossing signals have been in operation 20 seconds or more, may then move over highway.

Spring derail on each of these tracks may be trailed through on movement into Fort Ord; but reverse movement must not be made while engine or cars are on the derail; and derails must be hand thrown for movement out of Fort Ord.

Movements over county road crossing on spur and siding at Chualar must be protected by member of crew.

RULE 104. The normal position of rigid switches at junctions is as follows:

Castroville	Monterey Branch, for Salinas line.
Spreckels Jct.	Spreckels Branch, for Salinas line.

Crossover on No. 2 track at Fort Ord must be left lined for stub end.

RULE 221. Trains must obtain clearance before leaving Monterey and Pacific Grove only when operator is on duty.

RULE 505. AUTOMATIC BLOCK SYSTEM

Watsonville Jct.: Eastward trains leaving end of double track from westward track will be governed by Signal P-1008.

East end: If Signal 1001 is in stop position, train after stopping may proceed to highway crossing at yard office, but will not pass that point nor make crossover movement until proceed signal received from yardman, green flag by day, green light by night. If Signal 1001 is in proceed position for diverging route train may proceed to highway crossing at yard office, but will not pass that point nor make crossover movement until proceed signal received from yardman, green flag by day, green light by night.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-1008	Spring switch, end double track, Watsonville Jct.	P-1009

RULE 516. Overlap posts:

Spreckels Jct..............Affecting westward trains.

RULE 535. SPRING SWITCHES

Spring switch equipped with facing point lock is located as follows, and speed indicated must not be exceeded while trailing through it:

Location	Normal Position	MPH
Watsonville Jct. End double track	Westward track	25

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching King City	Authorizes and requires movement as follows:
M	1612	King City	Proceed to train-order office.
S	1612	King City	Enter siding.

GENERAL REGULATIONS

RULE 825. When freight trains are tied up in Watsonville Jct. yard, trainmen will set sufficient hand brakes on the rear cars on westward trains.

Cars must not be left on storage track between Spreckels Jct. and Spreckels within 100 feet of Hunter Lane crossing at MP 121.8; and Harkins Road crossing at MP 122.2.

RULE 827. TRAIN INSPECTION

When conditions are favorable and in judgment of conductor and engineer it is safe to do so, may run in either direction between King City and Watsonville Jct.

AIR BRAKE RULES

RULE 25. Westward movements off tracks 2 or 3 at Ord must have air cut in on all cars.

MISCELLANEOUS

1. Engines take water at Salinas, Chualar or Soledad in preference to King City.

10. Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
Mk-F-AC-AM-MM-Mt-GS-SP... T-40, P, A	Castroville	All industry and spur tracks.
	Salinas	Leads 4, 35, 55, 57, 200, 210, and 250; and all industry spurs; Lead 133 east of girder-rail crossing.
	Nashua	Spur.
	Lapis	Spur.
	Seaside	Siding.
	Retreat	Spur.
	Del Monte	Hotel spur.
	Monterey	House track; team track; corral track and all industry tracks.

Load limit (car and contents):

Monterey Branch .... 210,000 pounds

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, wyes, balloon tracks, crossovers, turnouts and slip-switches, except	10
Castroville wye	5
Spreckels Jct. wye	5
Elsa wye	5
Gigling balloon track	15

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
155.1	Metz	Tunnel 5½—Side
	Monterey Branch	
113.5	Neponset	Salinas River bridge—Side

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Watsonville Jct. to King City	King City to Watsonville Jct.	Monterey and Pacific Grove	Ord to Castroville Ord to Monterey	Castroville to Ord Monterey to Ord
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1350	1550	....	....	....
DES-100 to 107	1300 to 1395	2200	2450	....	....	....
E-23	1500 and 1502	2000	2300	1150	2650	1150
M-4	1617 to 1713	2550	2950	1550	3450	1550
M-6, 8	1721 to 1803, 1823 to 1825	3150	3650	1850	4050	1850
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	3350	3850	1950	4250	1950
M-11	1832 to 1835	3450	3950	2100	4550	2100
T-1	2242 to 2271	2250	2600	1350	3000	1350
T-8, 9	2161, 2174 and 2178	1600	1850	970	2150	970
T-23	2301 to 2310	3250	3750	2000	4300	2000
T-26	2283 to 2299	2850	3300	1700	3800	1700
T-28, 31	2311 to 2362	3650	4200	2200	4750	2200
T-32, 40	2363 to 2384	3750	4300	2250	4850	2250
T-36	2103	2400	2800	1500	3200	1500
T-37	2105 and 2106	3250	3750	2000	4350	2000
T-57, 58	2385 and 2386	2950	3400	1800	3900	1800
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	3050	3500	1700	3700	1700
P-1	2400, 2403 to 2407 and 2415	3100	3550	1850	4100	1850
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3450	4000	1900	4250	1900
P-6	2453, 2454 and 2458	3750	4300	2200	4850	2200
P-7	2476 and 2477	3800	4350	....	5150	2350
P-8, 10	2461 to 2474, 2478 to 2483	4000	4600	....	5350	2400
P-8, 10	2475, 2484 to 2491	4150	4800	....	5650	2550
P-11	3100 to 3109	3200	3700	....	4200	1900
P-12	3120 to 3129	4400	5050	....	5650	2550
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	3950	4600	2450	5250	2450
C-15, 32	2500, 2505 to 2507	2550	2900	1550	3350	1550
C-17	2510 and 2511	3150	3600	1950	4150	1950
C-18	3400 to 3409	3650	4200	2250	4800	2250
C-19	3410 to 3426	3800	4350	2350	5000	2350
TW-1	2900 to 2913	3050	3500	1850	4000	1850
TW-2, 3	2932 to 2952	2400	2800	1450	3200	1450
TW-4, 6	2926 to 2931 and 2957	2300	2650	1400	3050	1400
TW-8	2914 to 2923	3200	3900	2050	4450	2050
A-3	3029	2400	2800	....	....	....
A-3	3025, 3036, 3052 and 3057	2500	2900	....	....	....
A-6	3000 to 3003	2800	3250	....	....	....
Mk-2, 4	3201 to 3240	4650	5400	....	....	2700
Mk-5, 6	3241 to 3277	5150	5850	....	....	2950
Mk-7, 8, 9	3300 to 3324	5550	6350	....	....	3350
Mk-10	3295	4250	4900	....	....	2650
Mk-11	3297 and 3298	4100	4700	....	....	2550
F-1	3600 to 3652	5800	6700	....	7500	3500
F-3	3653 to 3667	6600	7600	....	8650	4100
F-4, 5	3668 to 3769	7000	8000	....	9000	4300
AM-2	3900 to 3911	6600	7550	....	....	....
MM-3	3930 and 3931	7650	8750	....	....	....
AC-1, 2, 3	4000 to 4048	8000	9150	....	....	....
AC-4, 5	4100 to 4125	10400	11900	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	11000	12500	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	5750	6600	....	....	3250
Mt-2	4385 to 4390	5800	6650	....	....	3550
GS-1, 2	4400 to 4415	6100	7000	....	....	3450
GS-3, 4, 5, 6	4416 to 4469	6300	7200	....	....	3600
SP-1, 2, 3	5000 to 5048	7900	8000	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6			
	45 Ms to 55 Ms	3	3			
	More than 55 Ms	0	0			

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 10 (J). Slow boards to left of track:

Eastward MP	Reading	Westward MP	Reading
211.15	50-35	195.36	40-20
228.37	40-35	230.09	40-35
		233.52	55-40

Westward slow board at MP 188.87 is located one-half mile from point of restriction.

Oval slow boards with the words "APPROACH CIRCUIT" above the figures "40-20" indicate the speed that must not be exceeded passing Approach Circuit sign on signal case 1500 feet in approach to Signals 1932 and 1943. Trains must approach these signals in accordance with automatic signal indications received.

RULE 14 (k). Will apply in C.T.C. limits.

RULE 17. Eastward passenger trains at Santa Margarita will extinguish headlight when helper engines are being coupled to train.

RULE 21. Will apply in C.T.C. limits.

RULE 21 (C). Engines of passenger trains may display indicators from San Luis Obispo passenger station to roundhouse. They must be removed on arrival delivery track at roundhouse.

RULE 83 (A). Only trains originating or terminating will register at Santa Margarita.

RULE 83 (B). All trains may register by ticket at King City.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits are established at the following stations:

West MP		East MP
162.2	King City	164.7
233.9	Santa Margarita	236.8
249.6	San Luis Obispo	254.0

RULE 103 (A). Trains and engines must stop and member of crew must protect traffic while crossing Highway 101 over spur to Camp Roberts near McKay.

RULE 105. Santa Margarita: Eastward siding extends from MP 234.1 to crossover just west of station building, and is assigned for use of eastward trains. The portion of this track east of this crossover must be left clear for use of helper engines. Westward siding is on opposite side of main track from station building, and is assigned for use of westward trains.

RULE 505. AUTOMATIC BLOCK SYSTEM

Cushing: Signals P-2329 and P-2331 at west end of siding have push button device for clearing signals on adjoining track. See instructions for all subdivisions.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-2328	Spring switch, west end siding, Cushing	P-2329 P-2331
	Fire detector, Tunnel 6, Cuesta	P-2401
	Fire detector, Steiner Creek bridge, Goldtree	P-2493

RULE 516. Overlap posts:

Eaglet	Affecting westward trains.
Cushing	Affecting eastward trains.

RULE 535. SPRING SWITCHES

Spring switch equipped with facing point lock located as follows, and speed indicated must not be exceeded while trailing through it:

Location	Normal Position	MPH
Cushing, West end siding	Main track	25

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows:
M	1657	King City	Proceed to train-order office.
S	1657	King City	Enter siding.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

Limits extend from west end westward siding Santa Margarita, to end of double track San Luis Obispo.

Lower unit of eastward signal at end double track San Luis Obispo governs only to C.T.C. limit at fouling point on westward track, and trains and engines must not accept proceed indication for diverging route until verbal understanding has been had with yardmaster or his representative that protection has been provided on westward track, except that proceed signal from yardman, green flag by day or green light by night, may be accepted as authority to move from C.T.C. limit to the first switch leading to yard tracks only.

Westward siding Santa Margarita has a dual control switch at east end, but this is not a controlled siding, and has no signal control beyond fouling point. Before fouling westward siding at west end, or at either crossover, dispatcher's permission and time limit must be obtained.

Absolute signals at east and west switches of westward siding and at east switch of engine track at Santa Margarita; and at end of double track at San Luis Obispo have call-on unit, and when engine stands within 50 feet of signal and call-on unit flashes yellow, authorizes engine to pass signal to couple to train without securing dispatcher's permission by telephone, providing train has stopped, and hand or lamp signal is received from a member of the train crew.

Eastward and westward signals on siding at middle crossovers at Serrano have call-on unit which, when flashing yellow authorizes a train on siding, after stopping, to proceed on siding beyond crossover switches without securing telephone permission from dispatcher, but must expect to find a train at any point on siding.

RULE 763. Revised to read as follows:

"Train indicators, signals and markers must be displayed through C.T.C. limits. Rule S-17, Fig. 7 of Rule 19, and Rule 19 (A) will not apply on controlled sidings."

RULE 776 (a). When necessary to send flagman through Tunnel 6 at Cuesta, train must wait until flagman calls on telephone from opposite end of tunnel.

GENERAL REGULATIONS

RULE 825. When freight trains are tied up in San Luis Obispo yard trainmen will set sufficient hand brakes on the head end of eastward trains.

Portable rail skids are hung on posts at lower end of sidings at:

Cushing Cuesta Serrano Chorro Goldtree

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. TRAIN INSPECTION

Eastward freight trains must stop between switches Serrano 10 minutes to permit heat of wheels to equalize, and for train inspection.

When conditions are favorable, and in judgment of conductor and engineer it is safe to do so, may run in either direction between Santa Margarita and King City.

AIR BRAKE RULES

RULE 17. Retainers will be used on passenger trains as follows:

Eastward, all retainers from summit in Tunnel 6 to west switch Hathaway, if accessible; but if more than four head-end cars on which retainers are not accessible, stop must be made at Serrano to turn such retainers up. If operating stop is not made at Hathaway inaccessible retainers on head end cars may be left turned up until train stops at San Luis Obispo. On any train having as many inaccessible as accessible retainers, stop must be made at Serrano to turn up all retainers; and when over one-third of the total equipment in train consists of head-end cars on which retainers are not accessible, stop will be made after running test has been made leaving Santa Margarita, and before reaching summit, where such retainers must be turned up.

Westward, all accessible retainers from summit in Tunnel 6 to Santa Margarita.

On spur between Goldtree and Camp San Luis Obispo with over 5 cars, one retainer for each two cars must be turned up on head end.

When streamlined trains are controlled on descending grade with electro-pneumatic brakes, retaining valves will not be used.

Retainers will be used on freight trains as follows:

One retainer for each 120 Ms in train, eastward from summit in Tunnel 6 to west switch Hathaway; westward from summit in Tunnel 6 to Santa Margarita; and on spur in both directions between Goldtree and Camp San Luis Obispo.

Eastward trains must not exceed 10 MPH from one-half mile west of west switch to east switch Hathaway to enable trainmen to turn down retainers.

When eastward trains have over 45 cars, retainers on head 15 cars will be left up until train stops at San Luis Obispo, where they must be turned down.

When helper engines remain cut in train in either direction, three additional retainers must be turned up for each helper engine in above territories.

FREIGHT TRAINS

RULE 25. Rear end test must be made on eastward freight trains immediately prior to leaving Santa Margarita in accordance with paragraph (b).

RULE 33. The maximum tonnage per operative brake between Santa Margarita and San Luis Obispo and on spur between Goldtree and Camp San Luis Obispo is 120 Ms.

PASSENGER TRAINS

RULE 38. Will apply at San Luis Obispo when car men not on duty.

RULE 39. Running test must be made immediately after passing summit in Tunnel 6 in both directions.

MISCELLANEOUS

1. Engines with tenders of less than 9,000 gallons capacity must have full tank of water leaving San Luis Obispo westward, and leaving Santa Margarita eastward.

Engines take water at Soledad, Chualar or Salinas in preference to King City.

4. Helper engines must not be placed behind caboose of eastward freight trains from Santa Margarita.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Mk-F-AC-AM-MM-Mt-GS-SP T-40, P, A	Thyle............Spur.
	East end Tunnel 9..Spur.
	Hathaway.........Shell, Standard and Richfield oil spurs.

Load limit (car and contents):

Lompoc-White Hills Branches.................. 210,000 pounds

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, wyes, balloon tracks, crossovers, turnouts and slip-switches, except..................................	10
Entering, leaving and passing through sidings in C.T.C. limits with engine running forward..........	15

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
182.9	San Ardo.........	East water tank spout on siding—Side
200.6	Nacimiento	Salinas River bridge—Side
207.0	San Miguel	Water tank spout, main track and siding—Side
222.0	Templeton	Overgrade crossing—Side
223.4	Asuncion	Graves Creek bridge—Side
239.6	Cuesta	Tunnel 6—Overhead and Side
240.2	Thyle	“ 7— “ “
240.6	“	“ 8— “ “
240.9	“	“ 9— “
241.7	“	“ 10— “ “
245.8	Chorro	“ 11—Side
251.1	Hathaway	Overgrade crossing—Side
251.2	“	“ “ —Side
251.8	San Luis Obispo...	“ “ —Side

SPEED RESTRICTIONS: **Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.**

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER									FREIGHT AND MIXED						
		GS P (if CCB*) with streamlined cars only (other than Lark equipment)	P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3		E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
22, 23	MP 163.5-MP 164.0	45	45	45	45	45	45	45	40	35	40	45	40	35	30	30	25
	MP 164.0-MP 167.3	75	70	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 167.3-MP 168.8	50	50	50	50	50	45	45	40	35	35	45	40	35	30	30	25
	MP 168.8-MP 185.5	75	70	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 185.5-MP 188.0	65	65	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 188.0-MP 193.7	60	60	60	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 193.7-MP 194.2	30	30	30	30	30	30	30	30	30	25	30	30	25	25	20	20
	MP 194.2-MP 235.1	60	60	60	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 235.1-MP 236.6	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	MP 236.6-MP 248.3	25	25	25	25	25	25	25	25	25	20	22	22	22	22	15	15
	MP 248.3-MP 251.5	35	35	35	35	35	35	35	35	35	20	22	22	22	22	15	15
	MP 251.5-MP 252.8	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
24, 25	MP 251.5-MP 252.8	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	MP 252.8-MP 259.0	60	60	60	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 259.0-MP 261.2	50	50	50	50	50	45	45	40	35	35	45	40	35	30	30	25
	MP 261.2-MP 262.3	30	30	30	30	30	30	30	30	30	25	25	25	25	25	20	20
	MP 262.3-MP 267.9	75	70	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 267.9-MP 269.0	40	40	40	40	40	40	40	40	35	35	40	40	35	30	30	25
	MP 269.0-MP 275.6	75	70	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 275.6-MP 277.0	50	50	50	50	50	45	45	40	35	40	45	40	35	30	30	25
	MP 277.0-MP 280.0	65	65	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 280.0-MP 283.0	75	70	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 283.0-MP 291.3	55	55	55	55	50	45	45	40	35	40	45	40	35	30	30	25
	MP 291.3-MP 295.8	75	70	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 295.8-MP 300.2	55	55	55	55	50	45	45	40	35	40	45	40	35	30	30	25
	MP 300.2-MP 309.0	60	60	60	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 309.0-MP 312.0	50	50	50	50	50	45	45	40	35	35	45	40	35	30	30	25
	MP 312.0-MP 318.0	75	70	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 318.0-MP 323.0	50	50	50	50	50	45	45	40	35	35	45	40	35	30	30	25
	MP 323.0-MP 338.6	65	65	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 338.6-MP 343.5	75	70	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 343.5-MP 350.0	65	65	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 350.0-MP 368.0	75	70	65	60	50	45	45	40	35	40	45	40	35	30	30	25
	MP 368.0-Santa Barbara, except	50	50	50	50	50	45	45	40	35	35	45	40	35	30	30	25
	*Santa Barbara, MP 368.7-MP 370.7	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20

SPEED RESTRICTIONS—BRANCHES

Maximum speed of passenger, freight and mixed trains is as shown below:

Page No.	TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING
23	Surf-Lompoc	20	20	20	15
	Lompoc-White Hills	15	15	10	10

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*Regulated by city ordinance.

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	King City to Santa Margarita	Santa Margarita to King City	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1350	1550	400	400
DES-100 to 107	1300 to 1395	2200	2450	700	700
E-23	1500 and 1502	2000	2300	560	490
M-4	1617 to 1713	2550	2950	780	700
M-6, 8	1721 to 1803, 1823 to 1825	3150	3650	990	890
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	3350	3850	1050	950
M-11	1832 to 1835	3450	3950	1050	970
T-1	2242 to 2271	2250	2600	680	610
T-8, 9	2161, 2174 and 2178	1600	1850	460	410
T-23	2301 to 2310	3250	3750	1000	900
T-26	2283 to 2299	2850	3300	850	760
T-28, 31	2311 to 2362	3650	4200	1150	1050
T-32, 40	2363 to 2384	3750	4300	1150	1050
T-36	2103	2400	2800	760	680
T-37	2105 and 2106	3250	3750	1000	910
T-57, 58	2385 and 2386	2950	3400	910	820
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	3050	3500	860	770
P-1	2400, 2403 to 2407 and 2415	3100	3550	890	790
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3450	4000	1000	860
P-6	2453, 2454 and 2458	3750	4300	1100	970
P-7	2476 and 2477	3800	4350	1150	1050
P-8, 10	2461 to 2474, 2478 to 2483	4000	4600	1200	1050
P-8, 10	2475, 2484 to 2491	4150	4800	1250	1150
P-11	3100 to 3109	3200	3700	900	800
P-12	3120 to 3129	4400	5050	1250	1150
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	3950	4600	1300	1150
C-15, 32	2500, 2505 to 2507	2550	2900	800	720
C-17	2510 and 2511	3150	3600	1000	920
C-18	3400 to 3409	3650	4200	1150	1050
C-19	3410 to 3426	3800	4350	1200	1050
TW-1	2900 to 2913	3050	3500	950	850
TW-2, 3	2932 to 2952	2400	2800	740	670
TW-4, 6	2926 to 2931 and 2957	2300	2650	690	620
TW-8	2914 to 2923	3200	3900	1050	950
A-3	3029	2400	2800	630	550
A-3	3025, 3036, 3052 and 3057	2500	2900	630	550
A-6	3000 to 3003	2800	3250	800	710
Mk-2, 4	3201 to 3240	4650	5400	1500	1350
Mk-5, 6	3241 to 3277	5150	5850	1600	1450
Mk-7, 8, 9	3300 to 3324	5550	6350	1750	1600
Mk-10	3295	4250	4900	1350	1300
Mk-11	3297 and 3298	4100	4700	1300	1200
F-1	3600 to 3652	5800	6700	1900	1700
F-3	3653 to 3667	6600	7600	2100	1900
F-4, 5	3668 to 3769	7000	8000	2350	1900
AM-2	3900 to 3911	6600	7550	2050	1850
MM-3	3930 and 3931	7650	8750	2400	2200
AC-1, 2, 3	4000 to 4048	8000	9150	2550	2300
AC-4, 5	4100 to 4125	10400	11900	3150	2950
AC-6 to 12	3800 to 3811, 4126 to 4294	11000	12500	3300	3100
Mt-1, 3, 4, 5	4300 to 4376	5750	6600	1700	1500
Mt-2	4385 to 4390	5800	6650	1800	1600
GS-1, 2	4400 to 4415	6100	7000	1750	1550
GS-3, 4, 5, 6	4416 to 4469	6300	7200	1800	1600
SP-1, 2, 3	5000 to 5048	7900	8000	2600	2100
Allowance for Empty and nderloaded Cars	Less than 45 Ms	6	6	3	3
	45 Ms to 55 Ms	3	3	3	3
	More than 55 Ms	0	0	0	0

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 10 (J). Slow boards to left of track:

Westward MP	Reading
264.70	60-40
286.42	40-30
312.50	50-35

Oval slow boards with the words "APPROACH CIRCUIT" above the figures "40-20" indicate the speed that must not be exceeded passing Approach Circuit sign on signal case 1500 feet in approach to Signals P-2608, 2676 and 2693. Trains must approach these signals in accordance with automatic signal indications received.

RULE 14 (e). As specified below, — — — — — — will be indication that flagman may return from east as prescribed by Rule 99:

Surf......................Trains on Lompoc Branch.

RULE 21 (C). Engines of passenger trains may display indicators from San Luis Obispo passenger station to roundhouse. They must be removed on arrival delivery track at roundhouse.

RULE 83. Identification may be made eastward between San Luis Obispo and Hadley, and westward between Santa Barbara and West Santa Barbara, to be applied at the end of double track. Trains approaching each other between these points must reduce speed sufficiently to permit identification, and Rule 14 (k) will apply.

RULE 83 (A). Only trains originating or terminating will register at Guadalupe.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
249.6	San Luis Obispo	254.0
275.2	Guadalupe	277.3
301.8	Surf	303.5
	" (Lompoc Branch)	303.8
369.2	Santa Barbara	373.3
310.6	Lompoc	316.7

RULE 99. Army will do switching at Camp Cooke. SP crews will protect.

RULE 99 (C). Will apply on Lompoc-White Hills Branches.

RULE 103 (A). Movements over H St. crossing, Lompoc, must be protected by member of crew.

RULE 104. The normal position of rigid switches at junctions is as follows:

Surf ....Middle track, for Lompoc-White Hills Branch.
White Hills Jct.....White Hills Branch, for Lompoc-Surf line.

RULE 221. Trains must obtain clearance before leaving Lompoc only when operator is on duty.

Train-order office Santa Barbara is located at freight station. Crews of westward passenger trains will receive orders at train-order office and deliver them to relieving crews at passenger station.

RULE 282. Exceptions: Signal without number plate, located at MP 262.18 displaying indication as illustrated by Rule 282, Fig. 1, governing the approach to 10 degree curve three-fourths mile in advance of this signal requires speed to be restricted to 30 MPH for passenger trains, and 25 MPH for all other trains on the 10 degree curve. Signal does not govern movement for balance of the block.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-2588	Spring switch, end double track, Hadley	P-2589
P-2608	Flood detector, second Villa Creek bridge, Tiber MP 261.37	P-2623
P-2736	Collision detector, Oso Flaco underpass, MP 274.06	P-2747
P-2846	Mud slide detector fence, MP 284.6	P-2851
P-2940	Fire detector, Los Alamos bridge, Narlon	P-2953
P-3082	Fire detector, Honda Canon bridge, Honda	P-3097
P-3188	Fire detector, Jalama Canon bridge, Jalama	P-3207
P-3252 P-3254	Spring switch, east end siding, Concepcion	P-3253
P-3356	Fire detector, Alegria Canon bridge, Sacate	P-3373
P-3368	Fire detector, Gaviota Canon bridge, Gaviota	P-3389
P-3686	Spring switch, end double track, West Santa Barbara	P-3687

RULE 516. Overlap posts:

Grover ....Affecting eastward trains.
Callender ....Affecting eastward trains.
Devon ....Affecting eastward and westward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located a follows, and speed indicated must not be exceeded while trailin through them:

Location		Normal Position	MP
Hadley	End double track	Westward track	25
Concepcion	East end siding	Main track	25
West Santa Barbara	End double track	Eastward track	35
	Facing eastward	35	

Spring switch not equipped with facing point lock is located a follows, and speed indicated must not be exceeded while passin over it in facing movement, or in trailing through it:

Location		Normal Position	MP
San Luis Obispo	On west leg of wye	Engine lead	5

Spring derail on west end of turntable lead at San Luis Obispo may be trailed through on westward movement.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows:
M	3010	Surf	Proceed on main track to eas end of siding.
S	3010	Surf	Enter siding.
M	3041	Surf	Proceed on main track to wes end of siding.
S	3041	Surf	Enter siding.

GENERAL REGULATIONS

RULE 825. When freight trains are tied up in San Luis Obisp yard trainmen will set sufficient hand brakes on the rear of west ward trains.

RULE 827. TRAIN INSPECTION

Maximum distance freight trains may run without stopping fo inspection is 55 miles, except when conditions are favorable, and i the judgment of conductor and engineer it is safe to do so, may ru in either direction between Surf and Santa Barbara, and betwee San Luis Obispo and Concepcion.

AIR BRAKE RULES

RULE 17. All retainers must be turned up White Hills to White Hills Jct.

Eastward freight trains of 30 to 50 cars turn up 10 retainers 51 to 75 cars 15 retainers; and over 75 cars twenty retainers soli just behind engine from end double track West Santa Barbara unti train has stopped in Santa Barbara yard, where they must be turne down. Trains reduce speed to 20 MPH approaching West Santa Barbara to enable trainmen to turn up retainers.

RULE 24. Road test must be made before leaving White Hills as prescribed by this rule.

PASSENGER TRAINS

RULE 38. Will apply at San Luis Obispo and Santa Barbara when car men not on duty. At Santa Barbara engineers will use hand, instead of steam whistle signals. Trainmen will place themselves in position to relay signals to the best advantage.

MISCELLANEOUS

1. Water supply at Gaviota and Lompoc for emergency use only. Engines take only sufficient water at Guadalupe to make Sa Luis Obispo or Surf.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks	
Mk-F-AC-AM-MM-Mt-GS-SP. T-40, P, A.	San Luis Obispo	Vegetable spur.
	Surf	Short leg of wye.
	Goleta	Walnut spur.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, wyes, balloon tracks, crossovers, turnouts and slip-switches, except	10
San Luis Obispo wye	5
Tangair to Camp Cooke (except on wye)	15
Camp Cooke balloon track	15
Devon wye	5

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
261.4	Tiber	Villa Creek bridge—Side
262.7	Pismo	Villa Creek bridge—Side
266.4	Oceano	Arroyo Grande River bridge—Side
265.9	"	West water tank, main track—Side
279.5	Waldorf	Overgrade crossing—Side
318.3	Sudden	Tunnel 12—Overhead and Side

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	San Luis Obispo and Santa Barbara Surf to MP 304	MP 304 and Lompoc	Lompoc to White Hills
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1000	....	....
DES-100 to 107	1300 to 1395	1600	....	....
E-23	1500 and 1502	1300	....	....
M-4	1617 to 1713	1750	2000	490
M-6, 8	1721 to 1803, 1823 to 1825	2150	2350	600
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	2250	2500	650
M-11	1832 to 1835	2300	2600	680
T-1	2242 to 2271	1500	1700	420
T-8, 9	2161, 2174 and 2178	1050	1200	260
T-23	2301 to 2310	2200	2450	620
T-26	2283 to 2299	1900	2150	520
T-28, 31	2311 to 2362	2500	2750	700
T-32, 40	2363 to 2384	2550	2800	*720
T-36	2103	1650	1850	480
T-37	2105 and 2106	2200	2450	630
T-57, 58	2385 and 2386	2000	2250	570
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460}	2000	....	....
P-1	2400, 2403 to 2407 and 2415	2050	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2400	....	....
P-6	2453, 2454 and 2458	2500	....	....
P-7	2476 and 2477	2550	....	....
P-8, 10	2461 to 2474, 2478 to 2483	2650	....	....
P-8, 10	2475, 2484 to 2491	2900	....	....
P-11	3100 to 3109	2100	....	....
P-12	3120 to 3129	2900	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	2700	3000	780
C-15, 32	2500, 2505 to 2507	1700	1900	510
C-17	2510 and 2511	2150	2400	660
C-18	3400 to 3409	2500	2800	750
C-19	3410 to 3426	2600	2900	770
TW-1	2900 to 2913	2050	2300	600
TW-2, 3	2932 to 2952	1650	1850	460
TW-4, 6	2926 to 2931 and 2957	1550	1750	430
TW-8	2914 to 2923	2250	2550	660
A-3	3029	1550	....	....
A-3	3025, 3036, 3052 and 3057	1700	....	....
A-6	3000 to 3003	1850	....	....
Mk-2, 4	3201 to 3240	3200	....	....
Mk-5, 6	3241 to 3277	3500	....	....
Mk-7, 8, 9	3300 to 3324	3750	....	....
Mk-10	3295	2900	....	....
Mk-11	3297 and 3298	2800	....	....
F-1	3600 to 3652	3900	....	....
F-3	3653 to 3667	4500	....	....
F-4, 5	3668 to 3769	4750	....	....
AM-2	3900 to 3911	4450	....	....
MM-3	3930 and 3931	5200	....	....
AC-1, 2, 3	4000 to 4048	5450	....	....
AC-4, 5	4100 to 4125	6900	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	7300	....	....
Mt-1, 3, 4, 5	4300 to 4376	4000	....	....
Mt-2	4385 to 4390	3900	....	....
GS-1, 2	4400 to 4415	4200	....	....
GS-3, 4, 5, 6	4416 to 4469	4350	....	....
SP-1, 2, 3	5000 to 5048	5300	....	....
Allowance for Empty and Underloaded Cars	{Less than 45 Ms	6		
	45 Ms to 55 Ms	3		
	More than 55 Ms	0		

*Exception: Eng. 2371 not permitted on this branch.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTE TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

DIVISION MILEAGE

First Main Track

San Francisco 3rd St. to Santa Barbara	S. P. R. R. Co.	354.70		
	S. P. Co.	10.37	365.07	
End Western Division to San Jose	C. P. Ry.	1.51		
	S. P. R. R. Co.	0.71	2.22	
End Western Division to Santa Clara	S. P. Co.	1.24		
	S. P. R. R. Co.	.04	1.28	
End Western Division to Redwood Junction	C. P. Ry.		1.37	
College Park to San Jose	S. P. Co.		1.31	
Total First Main Track			371.25	

Second Main Track

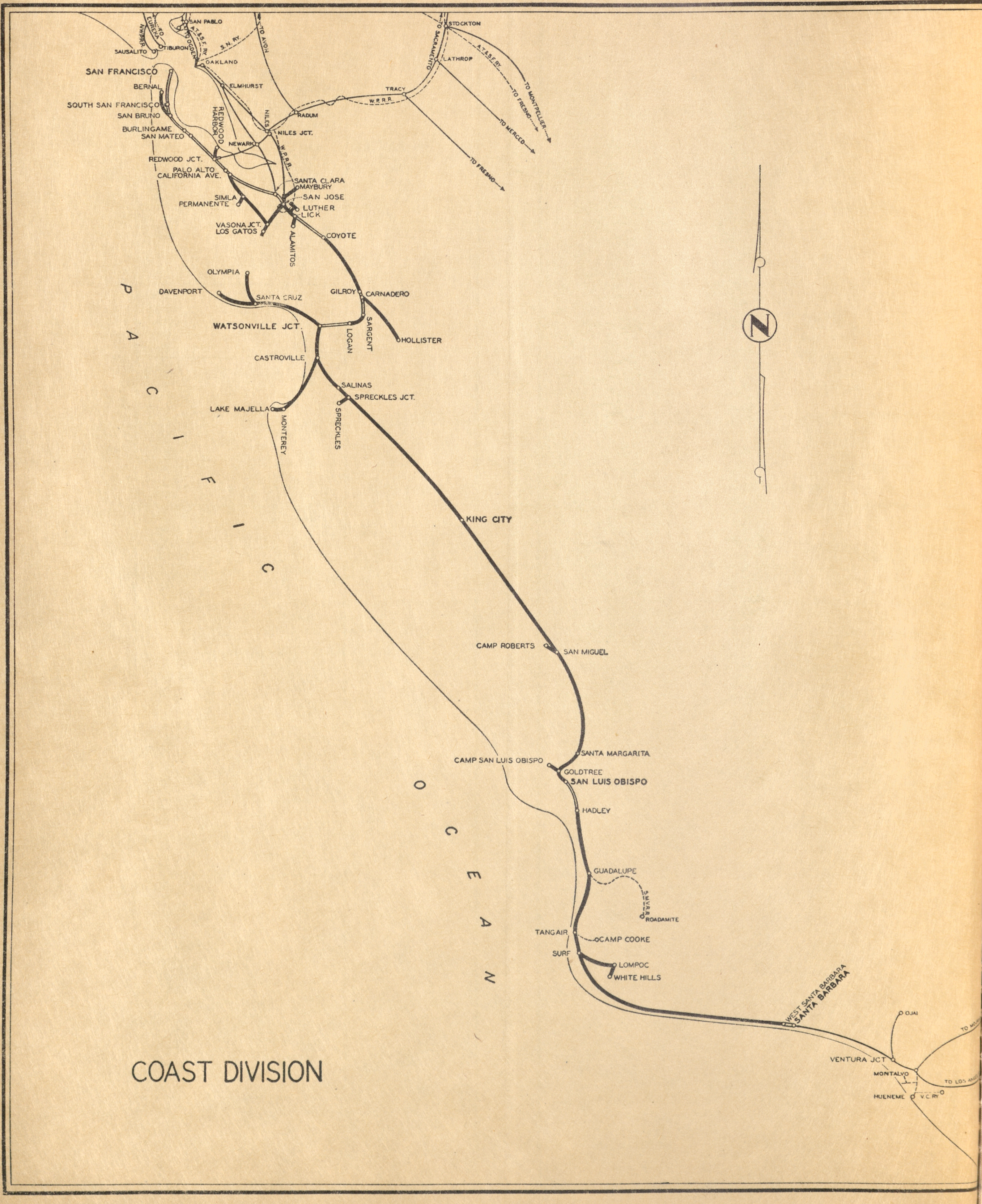
San Francisco to Santa Barbara	S. P. R. R. Co.	66.86		
	S. P. Co.	10.37	77.23	
Redwood Jct. to Sweeney	C. P. Ry.		1.32	
Total Second Main Track			78.55	
Total 1st and 2nd Main Track				449.80

Branches

San Bruno to Bernal	S. P. R. R. Co.		9.81	
Baden to San Bruno via South San Francisco	S. P. R. R. Co.	1.60		
	S. P. Co.	1.29	2.89	
California Ave. to Vasona Junction	S. P. R. R. Co.	0.01		
	S. P. Co.	16.25	16.27	
San Jose to Los Gatos	S. P. Co.		8.85	
Olympia to Santa Cruz	S. P. Co.		9.14	
Lick to Alamitos	S. P. R. R. Co.		3.83	
Carnadero to Hollister	S. P. R. R. Co.		12.82	
Santa Cruz to Davenport	S. P. R. R. Co.		11.91	
Watsonville Junction to Santa Cruz	S. P. R. R. Co.		20.19	
Castroville to Lake Majella	S. P. R. R. Co.		19.60	
Spreckels Junction to Spreckels	S. P. R. R. Co.		2.82	
Surf to White Hills	S. P. R. R. Co.	10.35		
	S. P. Co.	3.96	14.31	
Total Branches				130.51
Total All Tracks Coast Division				580.31

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.6
55″	65.4
56″	64.2
57″	63.1
58″	62
59″	61
1′ 00″	60
1′ 01″	59
1′ 02″	58
1′ 03″	57.1
1′ 04″	56.2
1′ 05″	55.3
1′ 06″	54.5
1′ 07″	53.7
1′ 08″	52.9
1′ 09″	52.1
1′ 10″	51.4
1′ 11″	50.7
1′ 12″	50
1′ 13″	49.3
1′ 14″	48.6
1′ 15″	48
1′ 16″	47.3
1′ 17″	46.7
1′ 18″	46
1′ 19″	45.5
1′ 20″	45
1′ 25″	42.3
1′ 30″	40
1′ 35″	37.9
1′ 40″	36
1′ 45″	34.3
1′ 50″	32.7
1′ 55″	31.3
2′ 00″	30
2′ 15″	26.6
2′ 30″	24
2′ 45″	21.8
3′ 00″	20
3′ 30″	17.1
4′ 00″	15
5′ 00″	12
6′ 00″	10
7′ 00″	8.6
7′ 30″	8
8′ 00″	7.5
10′ 00″	6



NWP.R.R.
TO EUREKA
SAN PABLO
SAUSALITO
TIBURON
A.T.&S.F. RY.
TO OGDEN
S.N. RY.
TO AVON
STOCKTON
TO SACRAMENTO
LATHROP
A.T.&S.F. RY.
TO MONTPELIER
TO FRESNO
TO MERCED
TO FRESNO
OAKLAND
SAN FRANCISCO
BERNAL
ELMHURST
TRACY
W.P.R.R.
SOUTH SAN FRANCISCO
SAN BRUNO
REDWOOD HARBOR
NILES
RADUM
BURLINGAME
SAN MATEO
NILES JCT.
NEWARK
W.P.R.R.
REDWOOD JCT.
PALO ALTO
CALIFORNIA AVE.
SANTA CLARA
MAYBURY
SAN JOSE
SIMLA
PERMANENTE
LUTHER
LICK
VASONA JCT.
LOS GATOS
ALAMITOS
COYOTE
OLYMPIA
DAVENPORT
SANTA CRUZ
GILROY
CARNADERO
WATSONVILLE JCT.
SARGENT
LOGAN
HOLLISTER
CASTROVILLE
SALINAS
SPRECKLES JCT.
LAKE MAJELLA
MONTEREY
SPRECKLES
P A C I F I C
KING CITY
N
CAMP ROBERTS
SAN MIGUEL
SANTA MARGARITA
CAMP SAN LUIS OBISPO
GOLDTREE
SAN LUIS OBISPO
O C E A N
HADLEY
GUADALUPE
S.M.V.R.R.
ROADAMITE
TANGAIR
CAMP COOKE
SURF
LOMPOC
WHITE HILLS
WEST SANTA BARBARA
SANTA BARBARA
OJAI
TO MO
VENTURA JCT
MONTALVO
TO LOS ANG
HUENEME
V.C. RY

COAST DIVISION